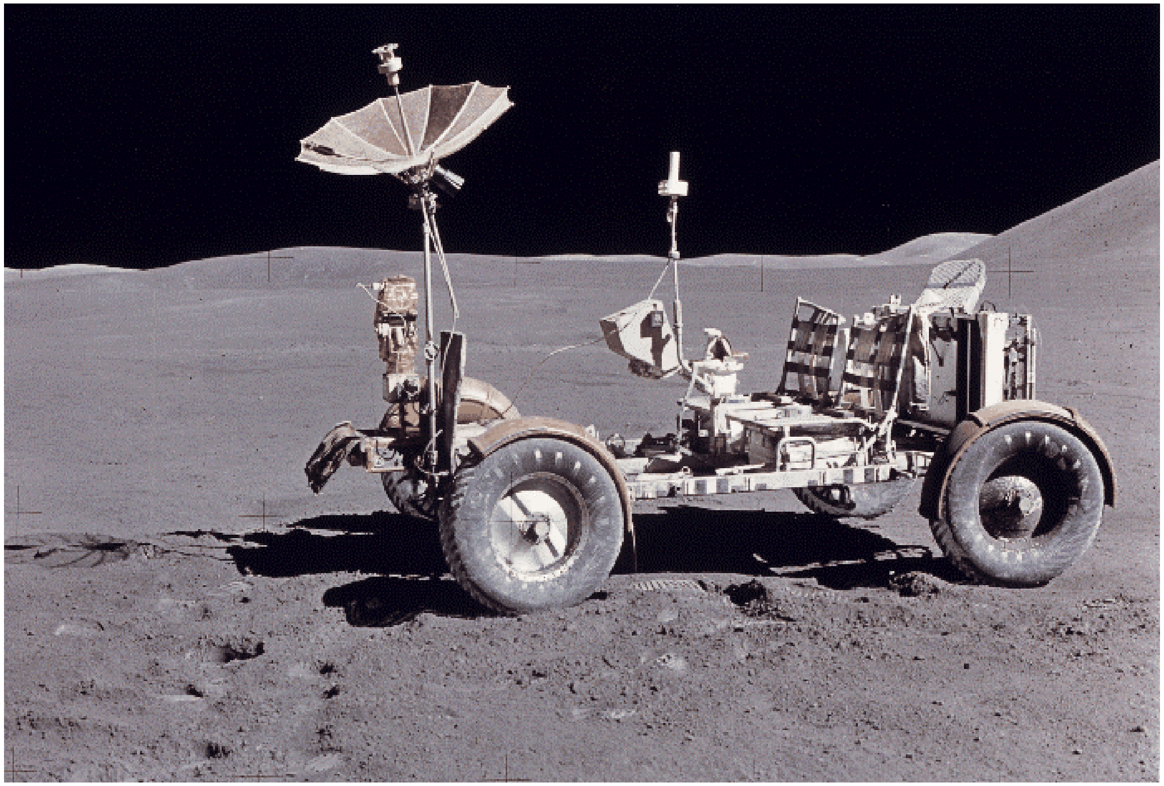
Back To The Future

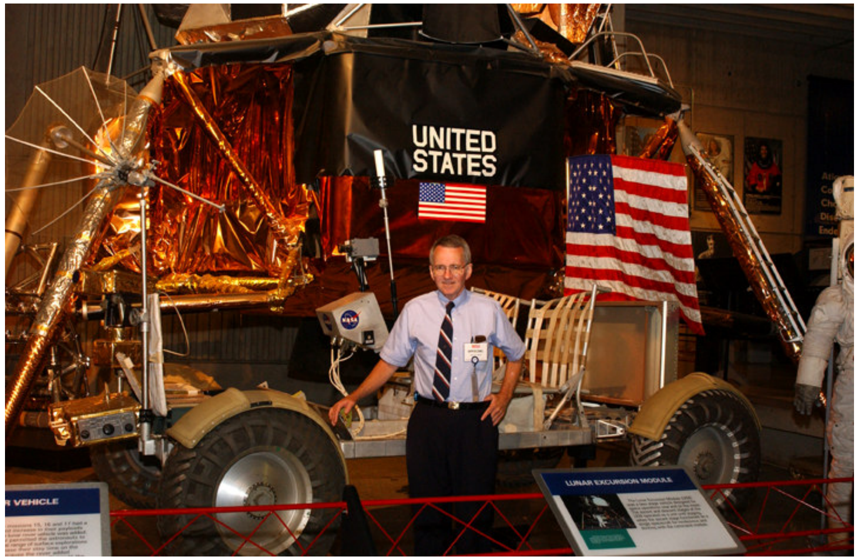


Applying Thermal Control Experiences On Apollo Lunar Rover Project To Rovers For Future Space Exploration

Ronald A. Creel, Space Systems Engineer
Member Of The Apollo Lunar Roving Vehicle Team

ronald.a.creel@saic.com

Introduction



Fresh out of college, some 35 years ago, Ron Creel was thrust into a challenging and high speed engineering task – design, test verification, and mission support for the thermal control system of a new kind of spacecraft with wheels, the Apollo Lunar Roving Vehicle (LRV). Success on this project was acknowledged by several NASA performance citations, which culminated in receipt of the Astronaut's "Silver Snoopy" award for his LRV thermal system modeling and mission support efforts.

Ron is a Senior Space Systems Engineer at Science Applications International Corporation (SAIC), and has been involved in thermal control and computer simulation of several launch vehicles and spacecraft including the International Space Station and Air Force satellites.

Today, Ron will update his LRV thermal experiences, recently presented at the U.S. International Space Development and Return to the Moon Conferences and at the International Planetary Rovers and Robotics Workshop in Russia, with an eye toward applications to future manned and robotic Moon Rovers for the President's Space Exploration Initiative.

Back To The Future – Moon Rovers

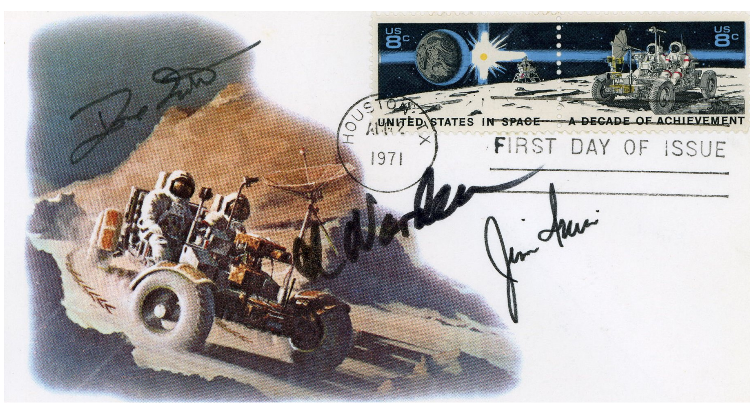
Outline

- Lunar Roving Vehicle (LRV) History And Thermal Design
- LRV Thermal Testing and Computer Model Development
- On The Moon - LRV Thermal Control Performance
  And Mission Support Experience
- Thermal Control Challenges For Future Moon Rovers

My Start In Space Engineering

- Sputnik Era Model Rocket Launches

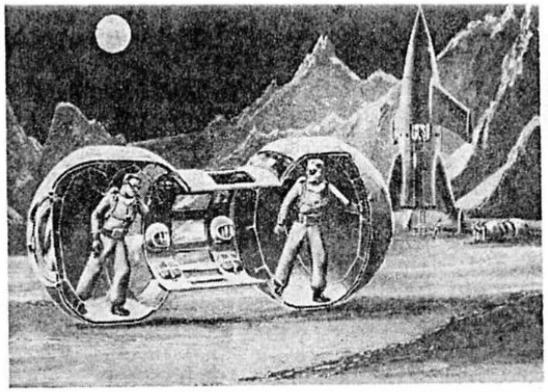
- Co-op Student At NASA Marshall Space Flight Center (MSFC)



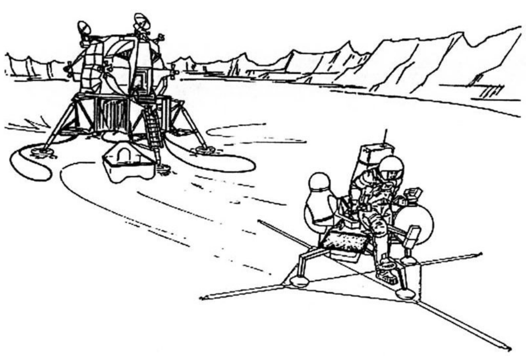
- Graduated And Assigned To Development Of Apollo Lunar Roving Vehicle (LRV) Thermal Control System

Rover Historical Concepts

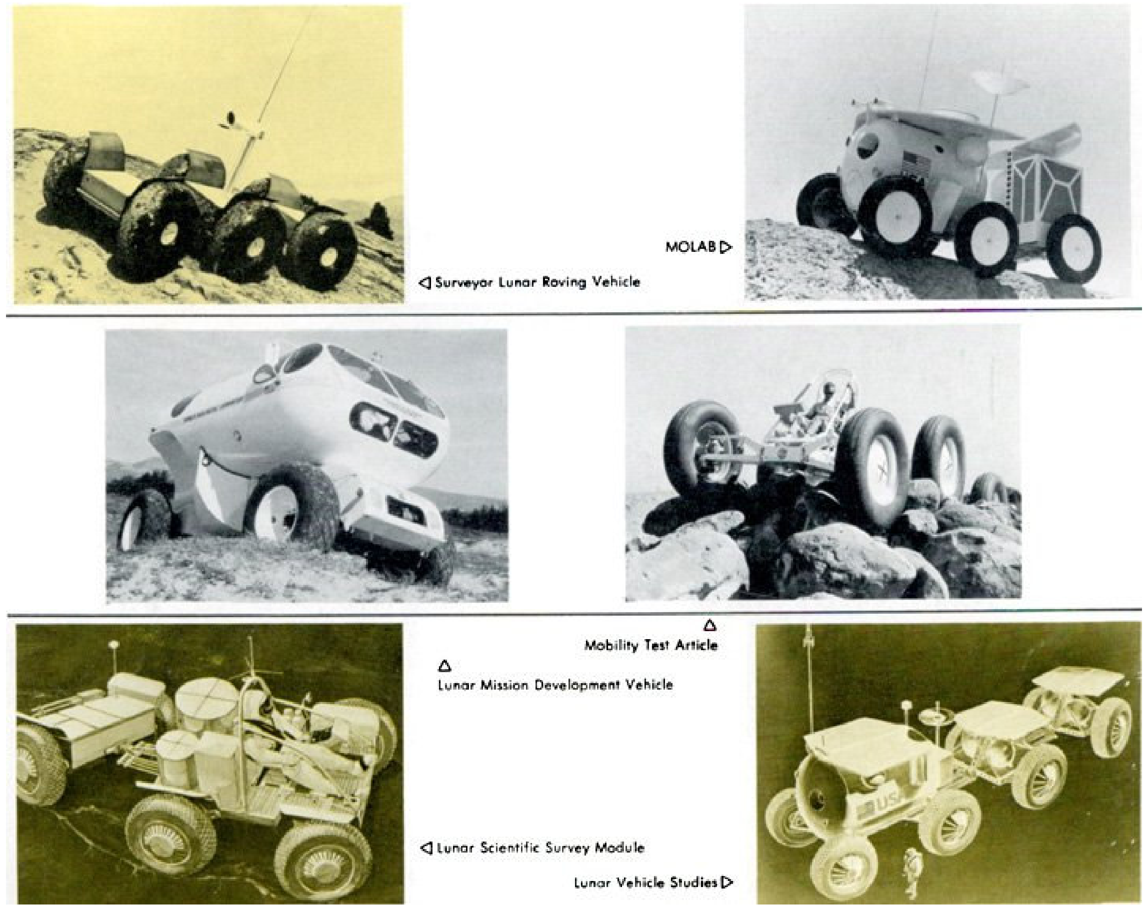
Unique Concepts Proposed



DO-IT-YOURSELF MOON AUTO—*This unusual collapsible moon sac would provide both protection and transportation for men exploring the moon. Cutaway drawing shows how the pod-shaped vehicle would allow two men to roll along the lunar surface simply by walking a treadmill.*



Lunar Flying Vehicle Considered



Wheeled Rover Concepts Led To LRV Design

(1969 Start And 1971 First Mission)

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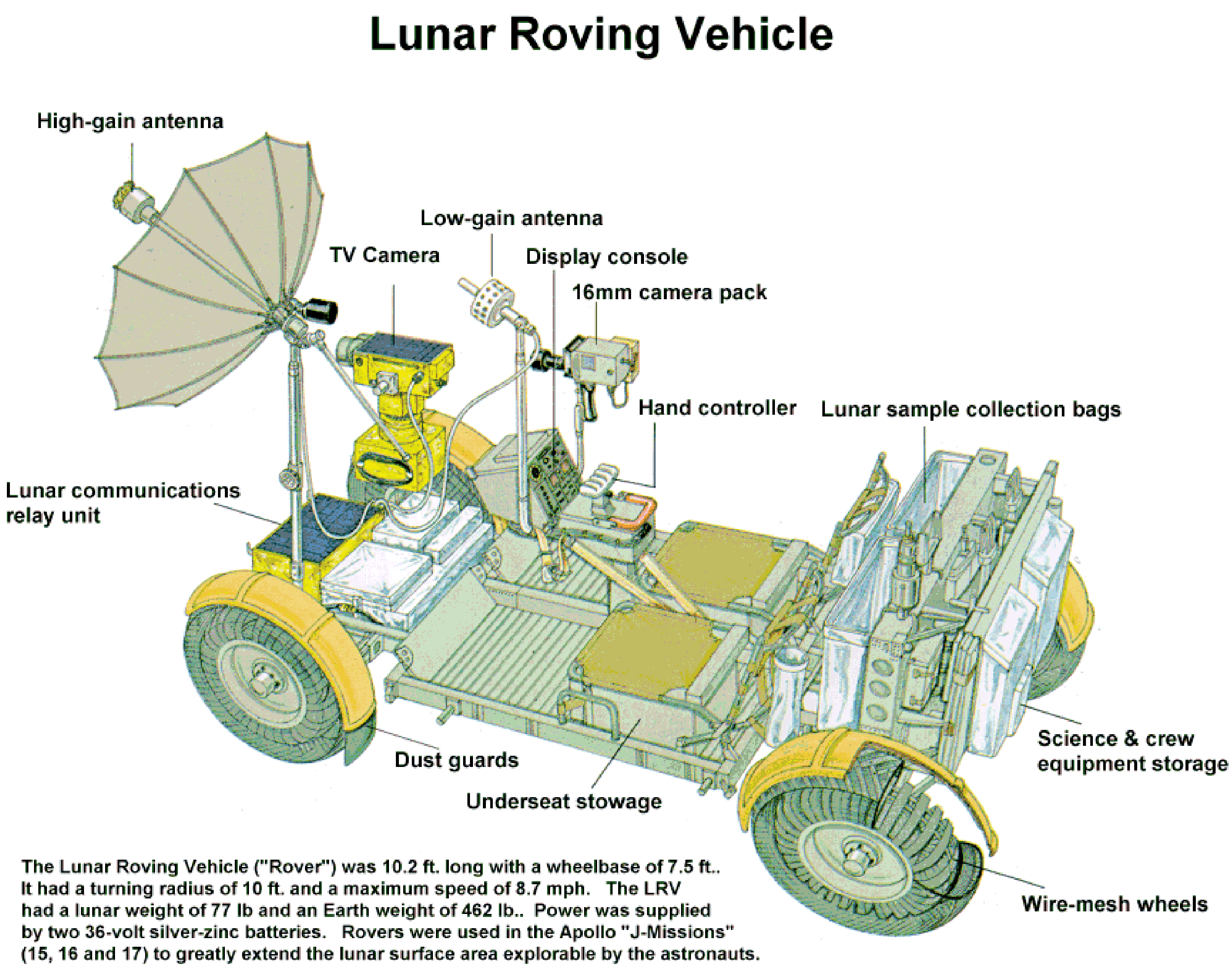
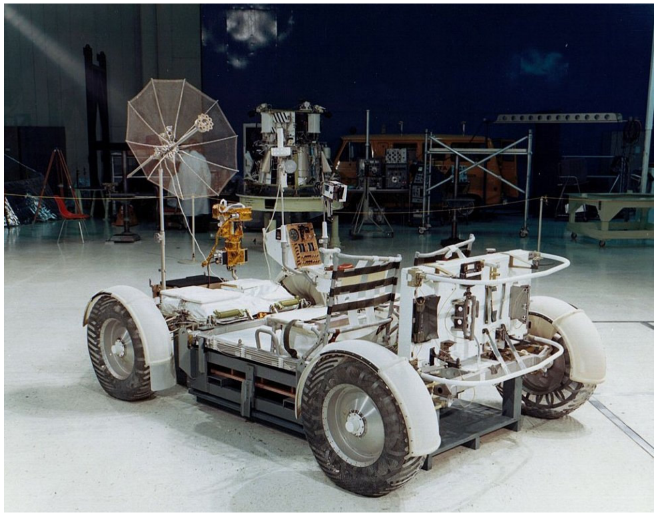
LRV Designed To Provide Extended Mobility On The Moon



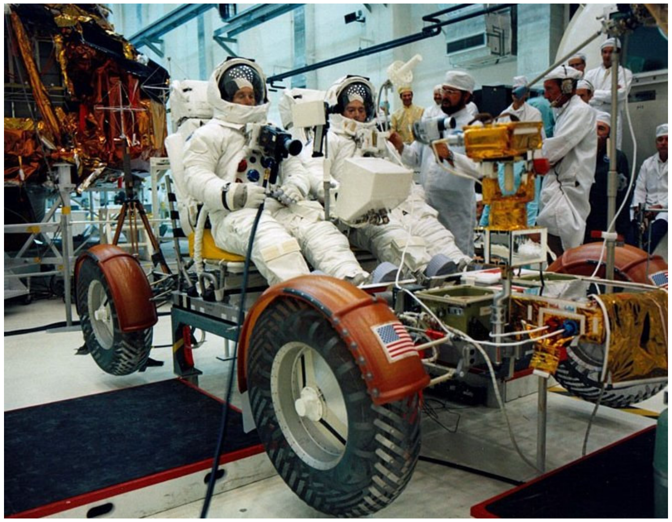
LRV's Greatly Increased Science Return From Apollo 15, 16, And 17



LRV No. 1 Delivered "On-Time" For Apollo 15

LRV Performance Comparison On The Moon

	Pre - LRV	Apollo 15	Apollo 16	Apollo 17
EVA Duration (hrs:min)	19:16	18:33	21:00	22:06
Driving Time (hrs:min)	–	3:02	3:26	4:29
Surface Distance Traversed (km)	3.55	27.9	26.9	35.7
Average Speed (km/hr)	0.18	9.20	7.83	7.96
Longest Traverse (km)	–	12.5	11.6	20.3
Maximum Range From LM (km)	–	5.4	4.5	7.6
Regolith Samples Collected (kg)	97.6	77.6	96.7	116.7

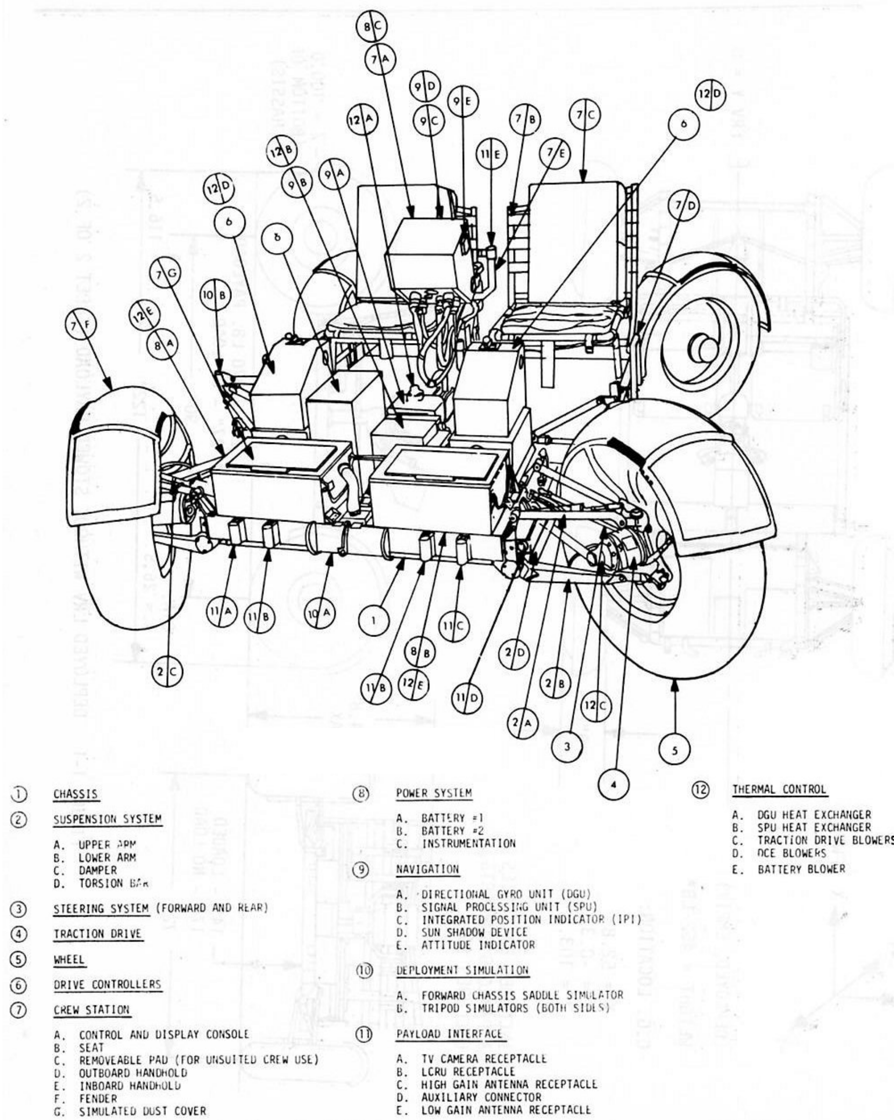


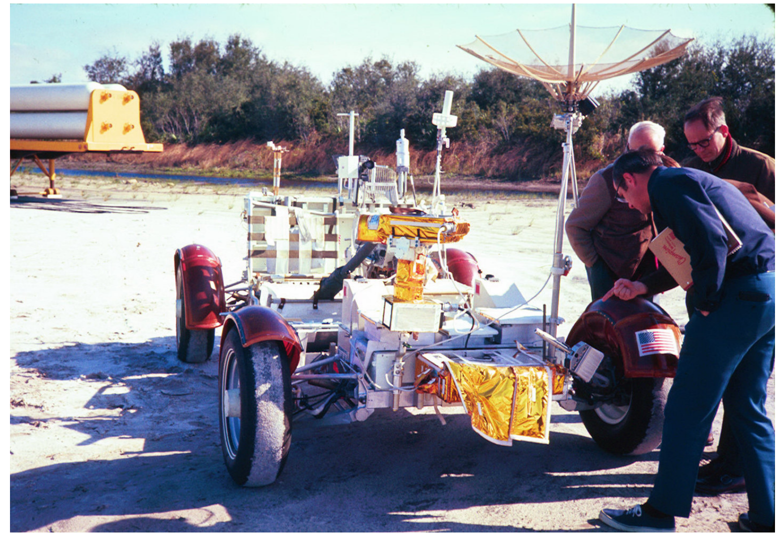
LRV No. 2 Being Checked By Apollo 16 Crew At KSC

LRV No. 3 Was The Final Rover On Apollo 17

Thermal Control Of LRV “One-G” Trainer

Earth Operation Allowed Natural And Forced Convection Cooling





1G Trainer Provided Simulation Of All LRV Interfaces

Apollo 16 Astronauts With 1G Trainer At Kennedy Space Center

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LRV Thermal Control Design Goal

- Maintain LRV And Space Support Equipment (SSE) Within Prescribed Temperature Limits During:
  - Earth To Moon Transportation - Totally Passive
  - Lunar Surface Operation in 1/6 Gravity And Quiescent Periods Between Traverses
    - Minimize Astronaut Involvement, i.e. Primarily Passive
    - Mitigate Adverse Effects Of Lunar Dust

LRV Component Temperature Limits – Deg. F

	Component	Minimum Survival	Minimum Operating	Maximum Operating	Maximum Survival
Electronics	Batteries*	-15	40	125	140
	Signal Processing Unit (SPU)	-65	30	130	185
	Directional Gyro Unit (DGU)	-80	-65	160	200
	Indicating Meters	-22	-22	160	160
	Position Indicator	-65	-22	185	185
	Drive Controller Electronics (DCE)	-20	0	159	180
Mobility	Traction Drive**	-50	-25	400	450
	Suspension Damper	-70	-65	400	450
	Steering Motor	-50	-25	360	400
	Wheel	-250	-200	250	250

Astronauts Read Temperature On Display Panel - * Batteries ** Traction Drive (Start At 200)

LRV Transported To Moon By Saturn V And Lunar Module

apollo 15 vehicle characteristics

VEHICLE DATA

STAGE/ MODULE	DIMENSIONS DIAMETER FEET	LENGTH FEET	WEIGHT AT LAUNCH (LBS)
Launch* Vehicle	33.0	365	6,408,042
S–IC	33.0	138	4,930,000
S–II	33.0	81.5	1,101,000
S–IVB	21.7	59.3	260,000
IU	21.7	3.0	4,500
SLA	21.7 Base 12.8 Top		4,200
LM**			36,200
C & SM	12.8	22	66,900

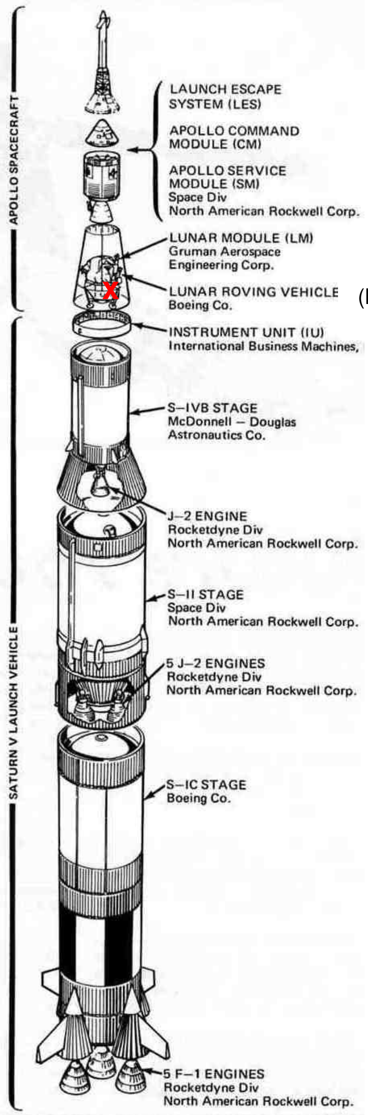
ENGINE DATA

STAGE/ MODULE	QTY	MODEL	NOMINAL THRUST LBS (EACH)	(TOTAL)	BURNTIME (MINS)
S–IC	5	F–1	1,522,000	7,787,495	2.7
S–II	5	J–2	232,840	1,164,210	6.5
S–IVB	1	J–2	200,130	200,130	1st 2.43
				193,720	2nd 6.0
LM					
Descent	1		10,000	10,000	
Ascent	1		3,500	3,500	
SM	1		20,500	20,500	
LES	1		150,000	150,000	

FLIGHT DATA

STAGE/ MODULE	EVENT	VELOCITY (MPH)
S–IC	Engine Cutoff	6,100
S–IIC	Engine Cutoff	15,600
S–IVB	Earth Orbital Insertion	17,170
S–IVB	Trans Lunar Injection	23,800
CSM/LM	Lunar Orbit Insertion	3,585
S–IVB	Lunar Impact	5,800
LM	Lunar Touchdown	0–2
LM	Lunar Lift–off	
LM Ascent	Lunar Impact	3,756
CSM	Trans Earth Insertion	5,640
CM	Earth Insertion	24,640

*Includes 1,210 pounds of frost on outside of vehicle
**Payload Weight on Apollo 15 is 107,300 lbs.—almost 5,000 lbs heavier than any previous mission

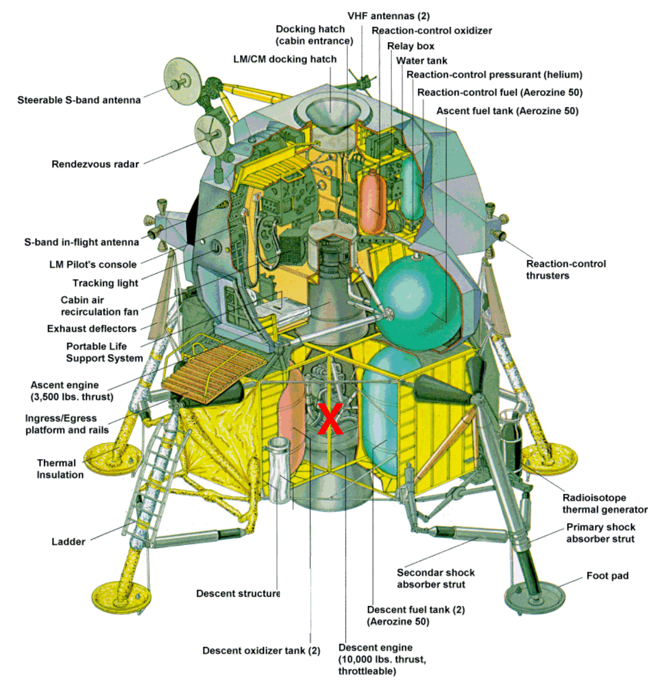


MISSION SUCCESS AND SAFETY ARE APOLLO PREREQUISITES

(LRV)

- LRV Was Folded And Located In Lunar Module (LM) Descent Stage - X

Apollo Lunar Module



The lunar module was 23 ft. tall and had a launch weight of 33,205 lbs.
(The Apollo 17 J-Series lunar module weighed 36,244 lbs.)

- LRV Weight Goal Of 450 lbs. Drove Design To Passive Thermal Control With No Telemetry Data

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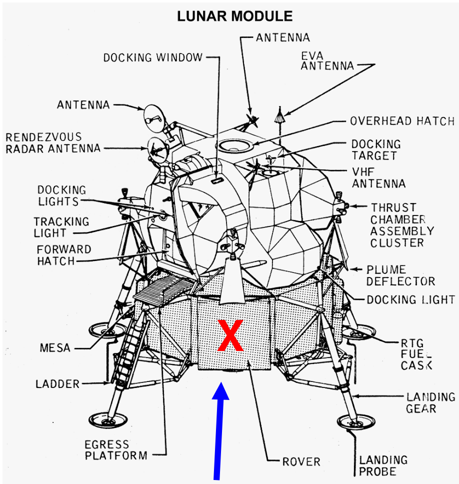
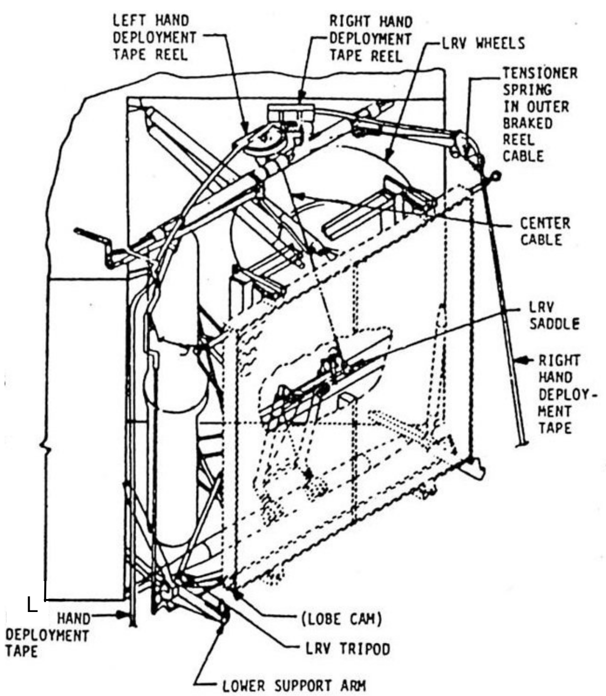
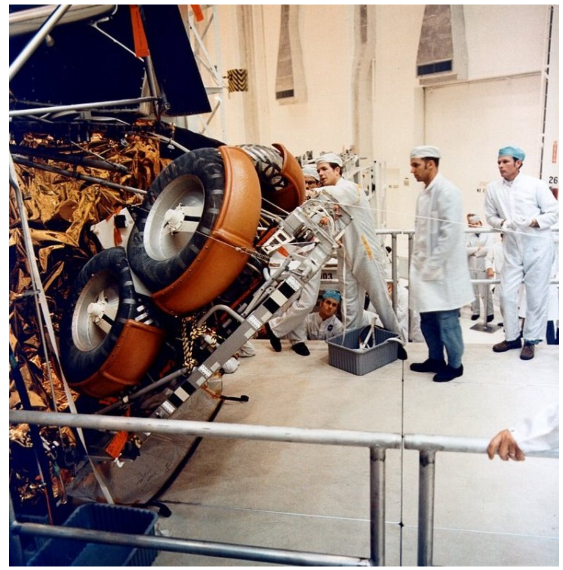
LRV Space Support Equipment (SSE) Thermal Control



Folded LRV And SSE Stowed In
LM Descent Stage Quadrant



- Maintained SSE By Selection Of Surface Radiation Properties And Insulation And Protection From LM Reaction Control And Descent Engine Heating Environments



Apollo 15 Astronauts Inspect Stowed LRV And SSE

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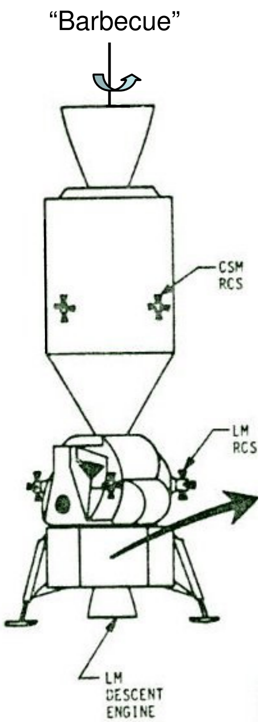
LRV Transportation Phase Thermal Control

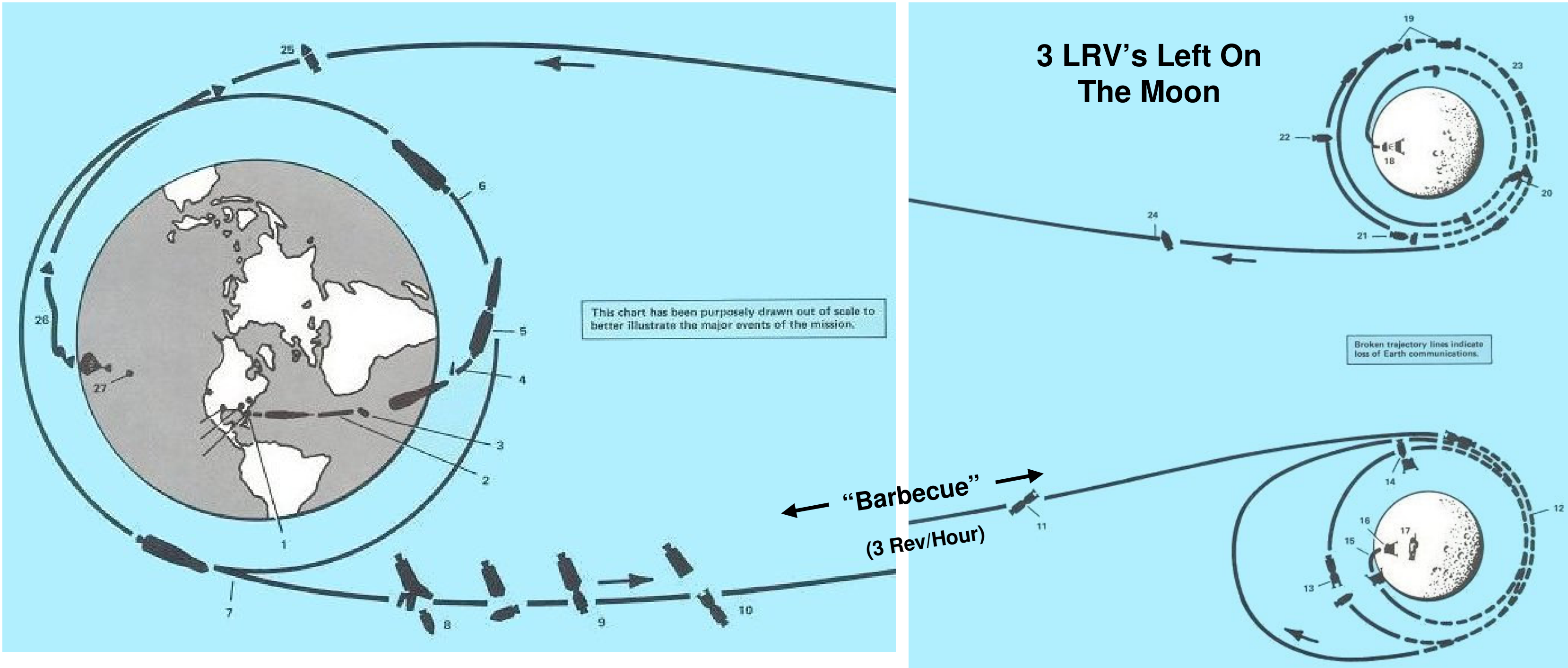
- Goal – Limit Electrical Component Temperature Loss To 30 Deg. F
- Totally Passive – No Temperature Data Available During Transit To Moon
- Radiation To Space And Exposure to Exhaust Plume Impingement And Lunar Radiant And Albedo (Reflected) Heating Environments
- Lunar Module "Barbecues" To Balance Solar Heating And Radiation Loss

Folded LRV Stowed In Lunar Module With Floor Panels Removed For Battery Installation



Folded LRV Stowed In Lunar Module With Floor Panels In Place After Battery Installation

From The Earth To The Moon



Apollo Mission Profile			1.Liftoff	2. S-1C Powered Flight	3. S-1C/S-II Separation
4. Launch Escape Tower Jettison	5. S-II/S-IVB Separation	6. Earth Parking Orbit	7. Translunar Injection	8. CSM Docking With LM/S-IVB	9. CSM Separation From LM Adapter
10. CSM/LM Sep. From S-IVB	11. Midcourse Correction	12. Lunar orbit Insertion	13. Crew Transfer To LM	14. CSM/LM Separation	15. LM Descent
16. Touchdown	17. Explore Surface, Exper.	18. Liftoff	19. Rendezvous And Docking	20. Transfer Crew/Equip.	21. CSM/LM Sep. And LM Jettison
22. Transearth Injection Preparation	23. Transearth Injection	24. Midcourse Corrention	25. CM/SM Separation	26. Commun. Blackout	27. Splashdown

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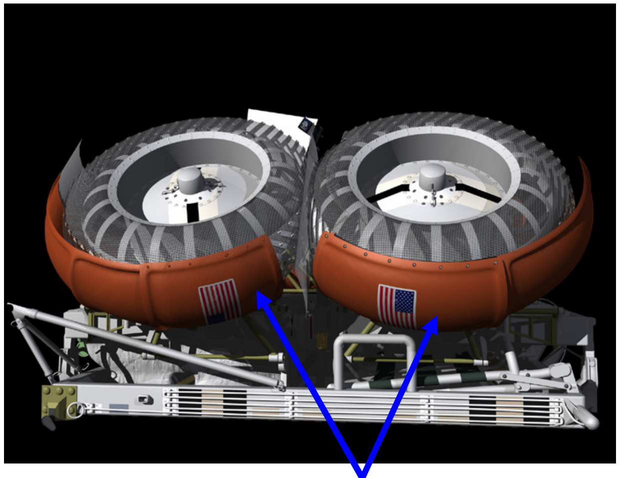
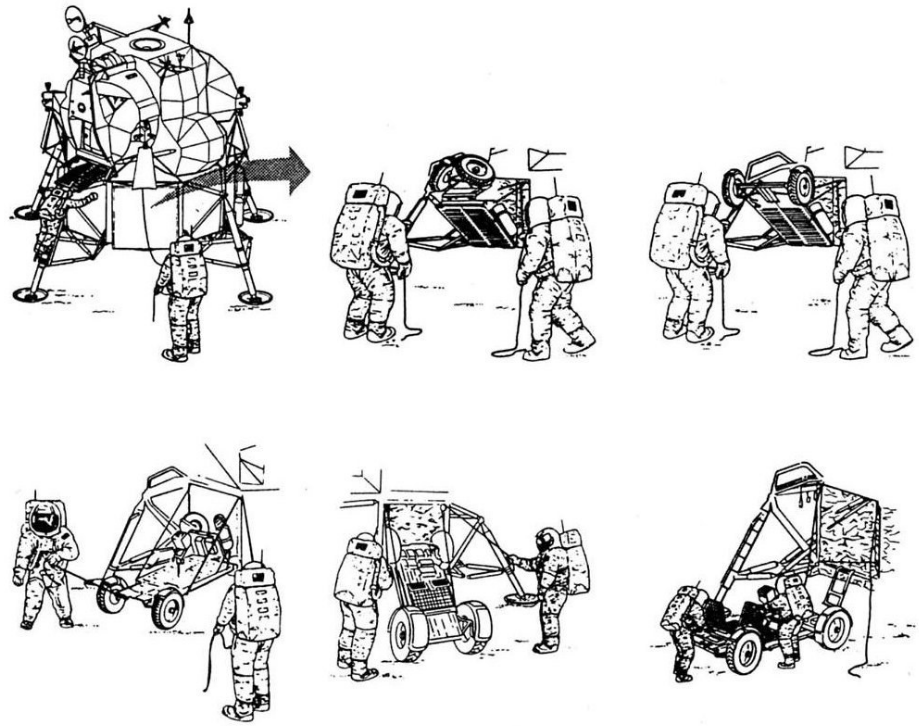
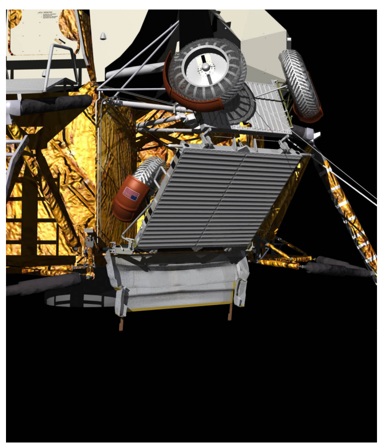
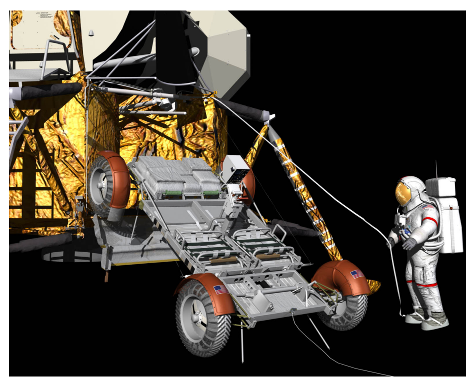
Astronauts Performed Manual Sequenced LRV Unfolding And Deployment On Moon

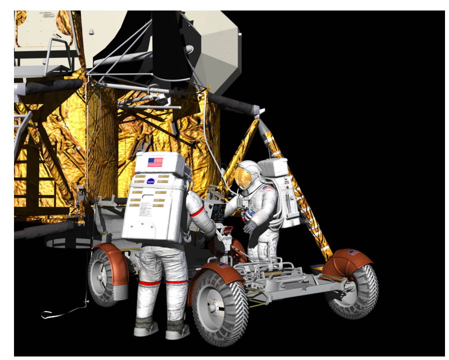


Retractable Fender Extensions Required
For Folding of Wheels









Folded and Unfolding Images From LUROVA "Edutainment" 3D Simulation (See Page 46)

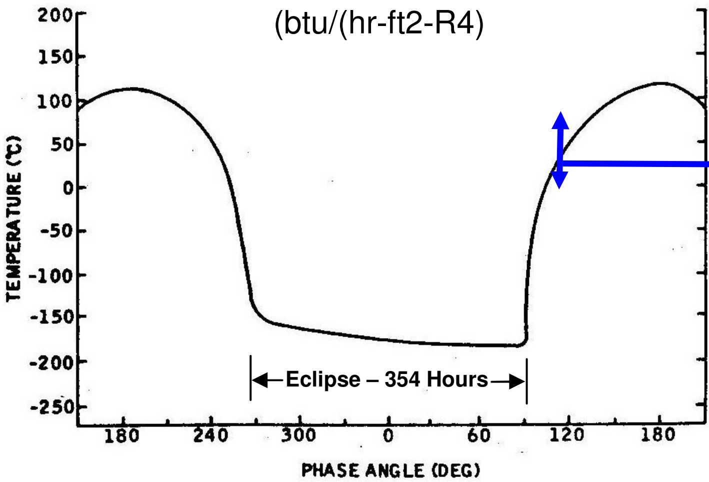
Apollo / LRV Extra-Vehicular Activities (EVA's) Conducted During Lunar Thermal "Morning"

Moon Temp. = $\sqrt{\sqrt{(Cos(Beta))}} \times \left(\sqrt{\sqrt{443 \times Sin(Sang)/\sigma}} - 460\right)$

Where: Beta = Moon Latitude (Degrees)

Sang = Solar Elevation Angle (Degrees)

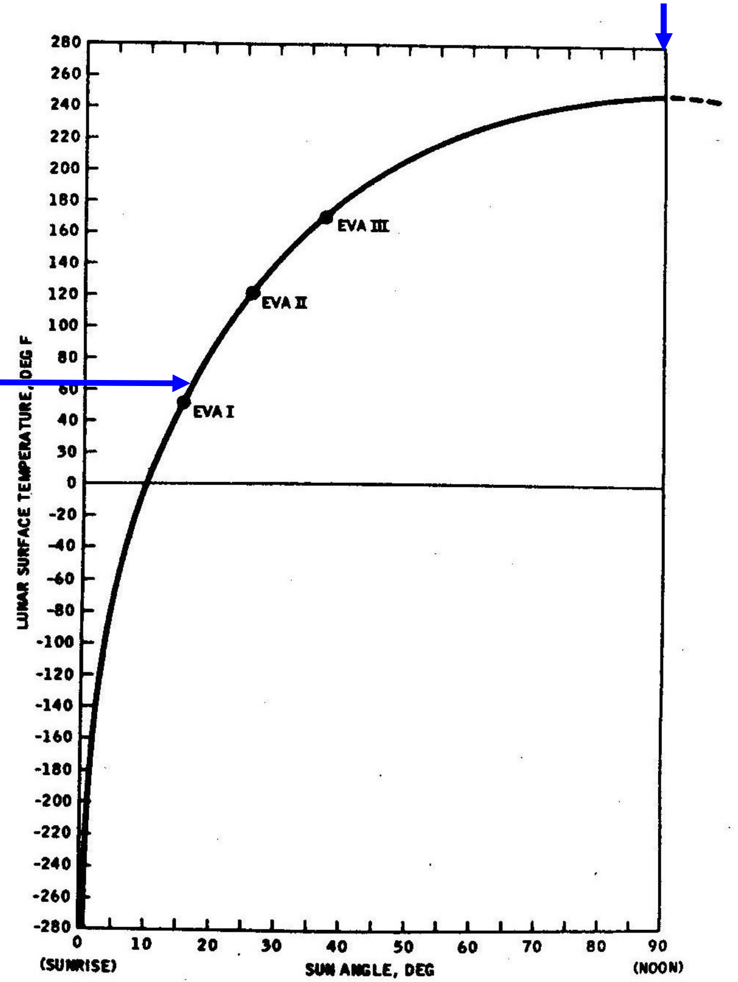
σ = Stefan Boltzman Constant (btu/(hr-ft2-R4)



Lunar Morning

Temperature of the Moon. The average temperature of the Moon as a function of phase, or time, is shown here. The exact shape of the curve varies somewhat with geographical position on the Moon and is determined by the thermal properties at each position.

Lunar Noon



The temperature of the Taurus-Littrow site shown as a function of the Sun angle. Note that EVA 1 at +17° Sun angle should have +50° F, EVA 2 at +27° Sun angle should have +110° F, and EVA 3 at +37° Sun angle should have a temperature of +160° F.

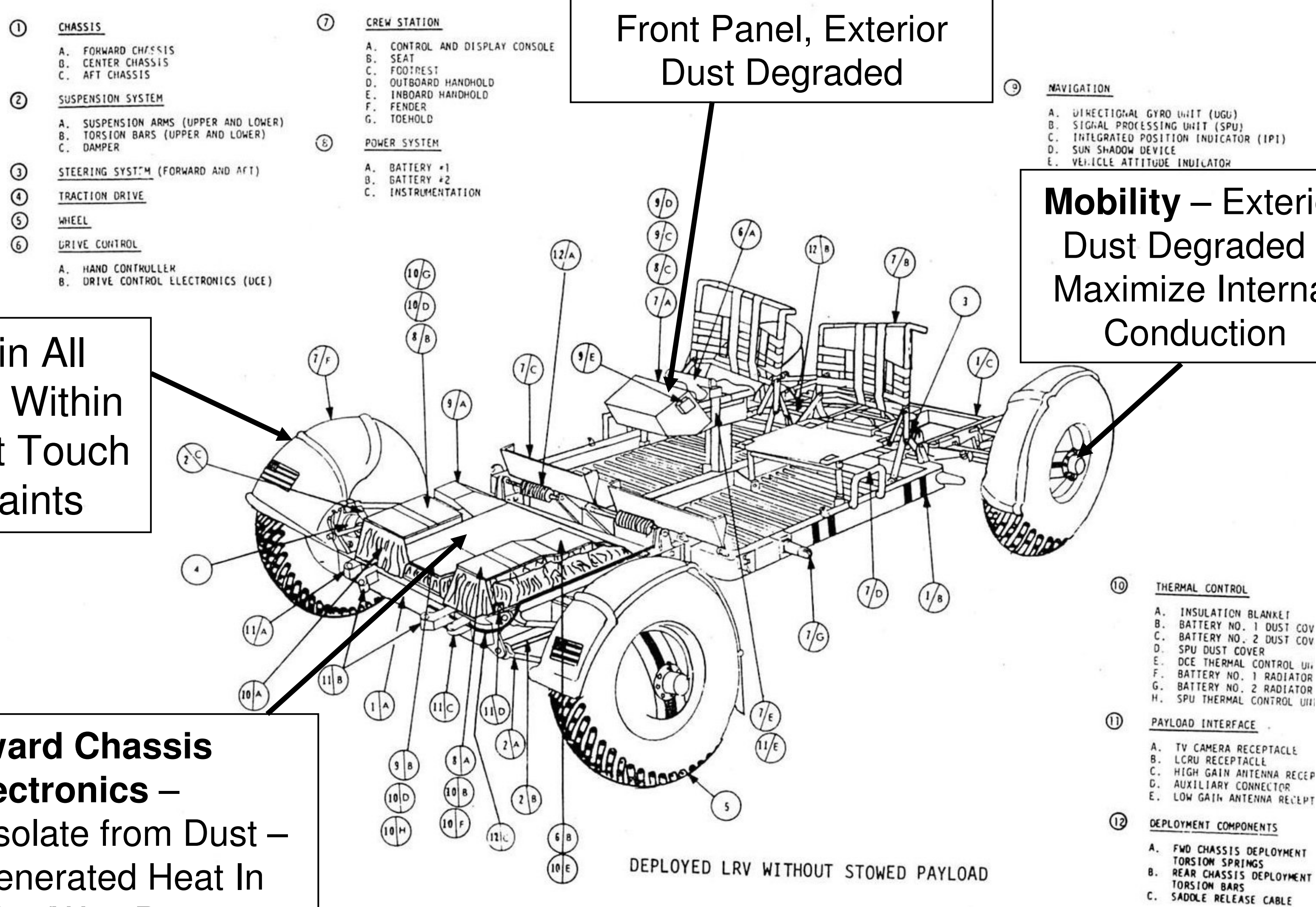
Deployed LRV Subsystems Thermal Control

Control And Display Console – Insulated Front Panel, Exterior Dust Degraded

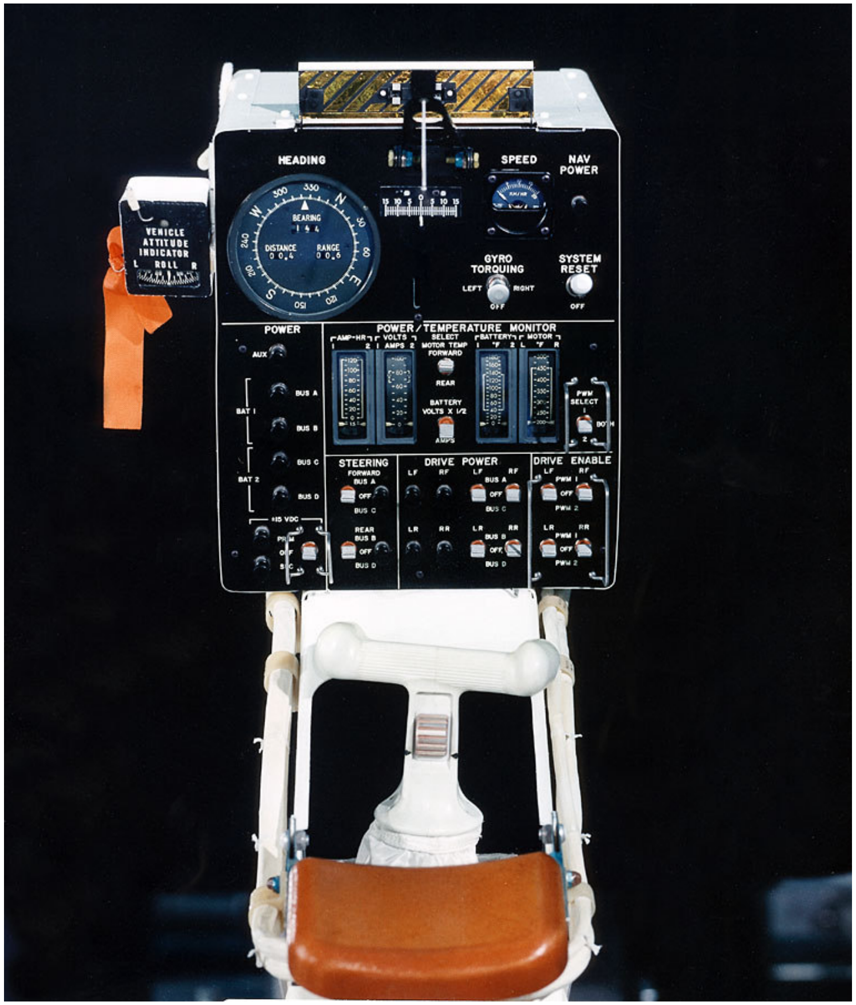
Mobility – Exterior Dust Degraded - Maximize Internal Conduction

Maintain All Surfaces Within Astronaut Touch Constraints

Forward Chassis Electronics – Insulate/Isolate from Dust – Store Generated Heat In Batteries/Wax Boxes



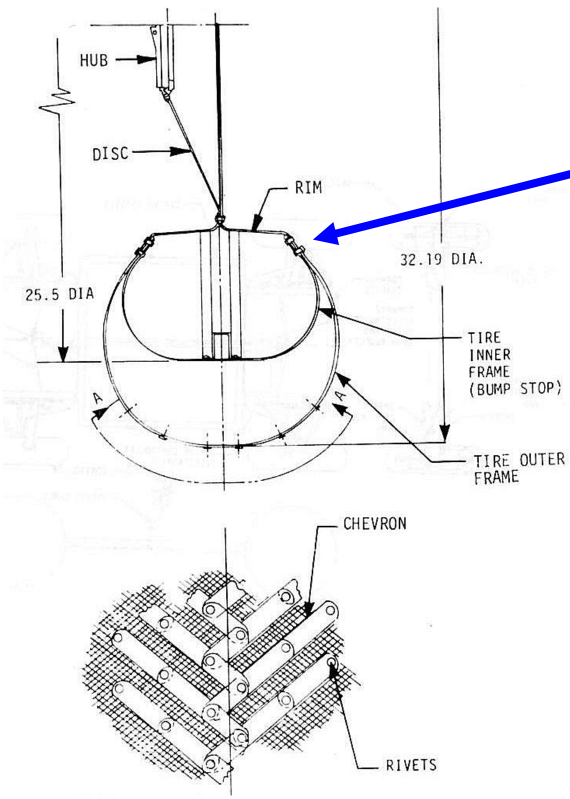
LRV Control And Display Console Thermal Control



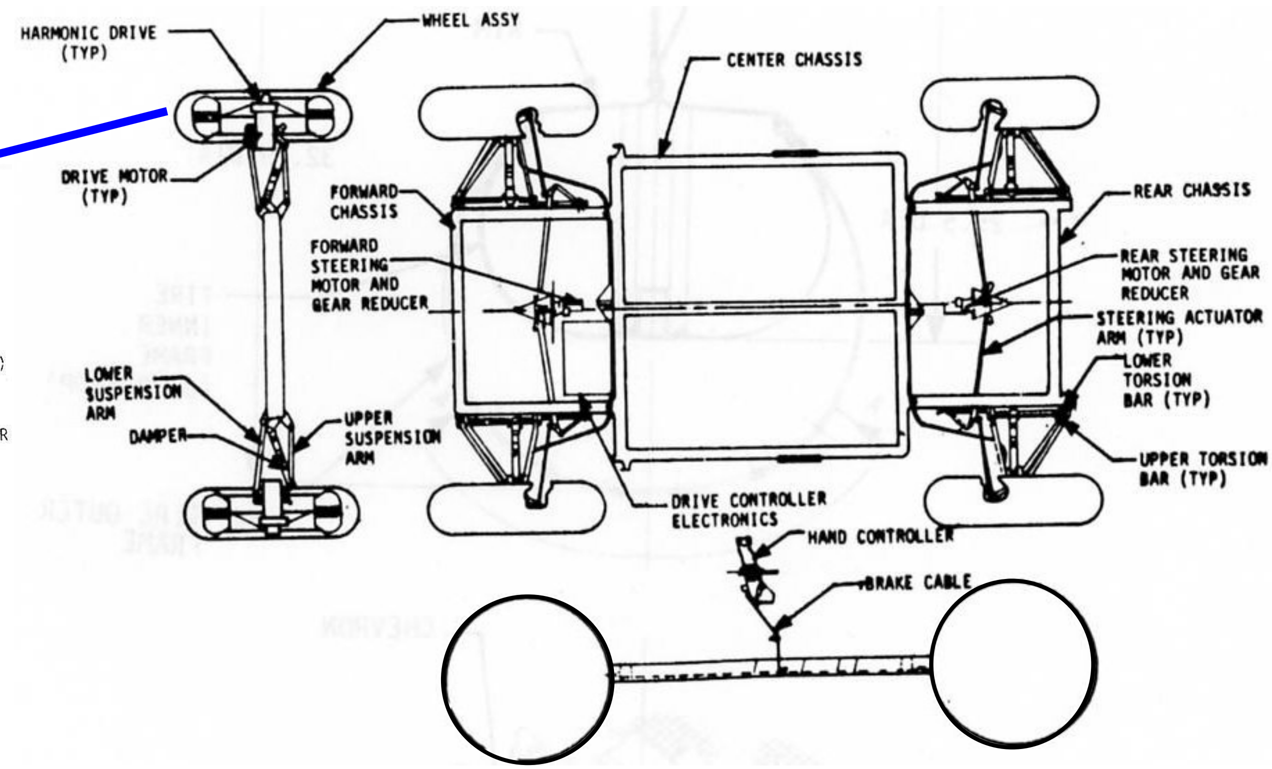
LRV Control And Display Console

- Special Paints And Surface Treatments
- LRV Parked Outside LM Shade To Prevent Over Cooling Of Instruments
- Low Conductance Standoffs Used And Reduced Glare Black Anodizing For Front Panel
- Astronauts Read Out Battery And Drive Motor Temperatures
- Caution And Warning Flag “Pops Up” To Alert Astronauts Of Overtemp

LRV Mobility Subsystem



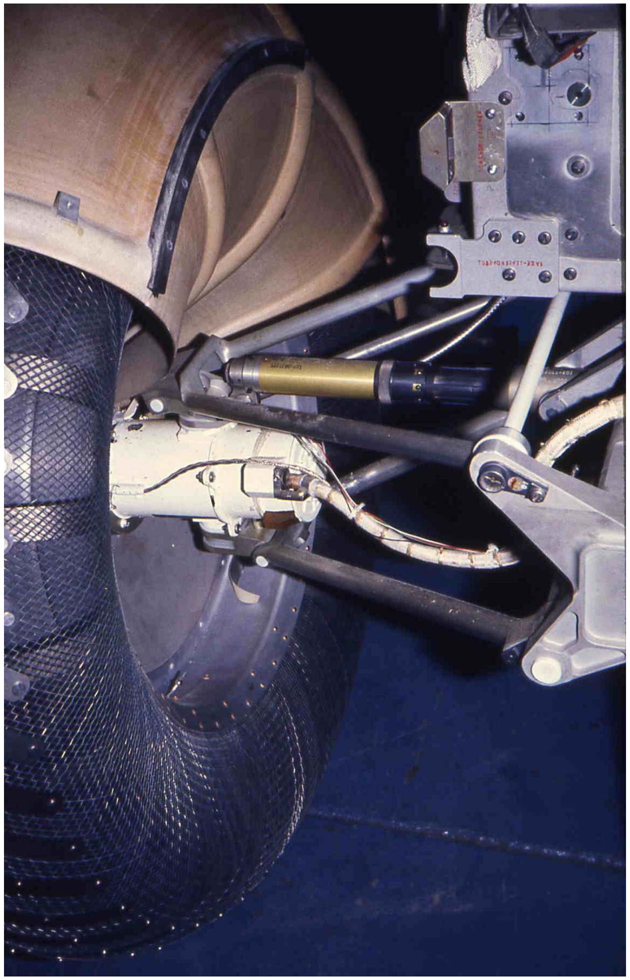
Wire Mesh Wheel



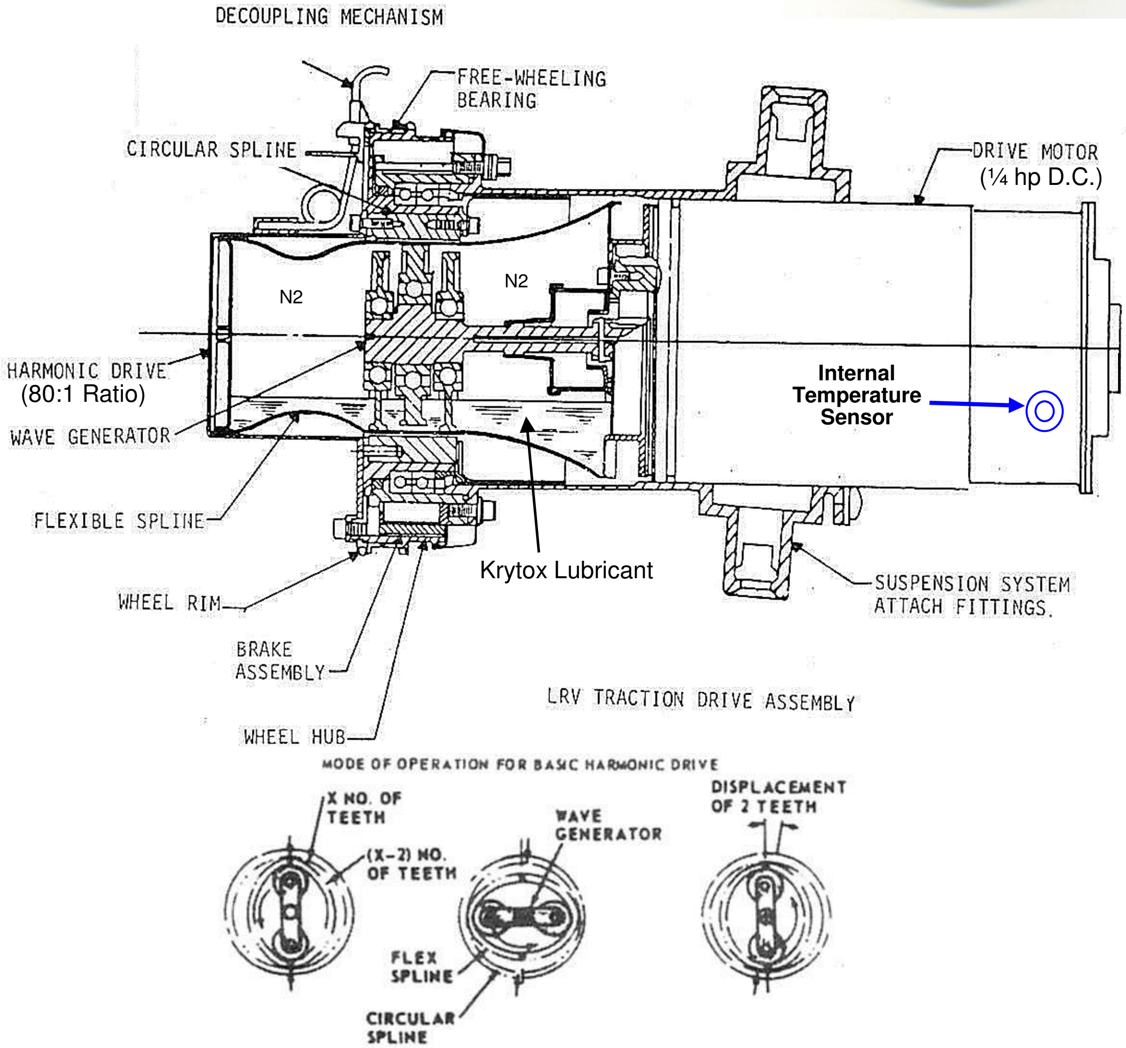
Mobility Subsystem Components

LRV Traction Drive Thermal Control

- Special Paints And Internal Conduction Maximized
- External Exposed Surfaces Will Be Dust Degraded

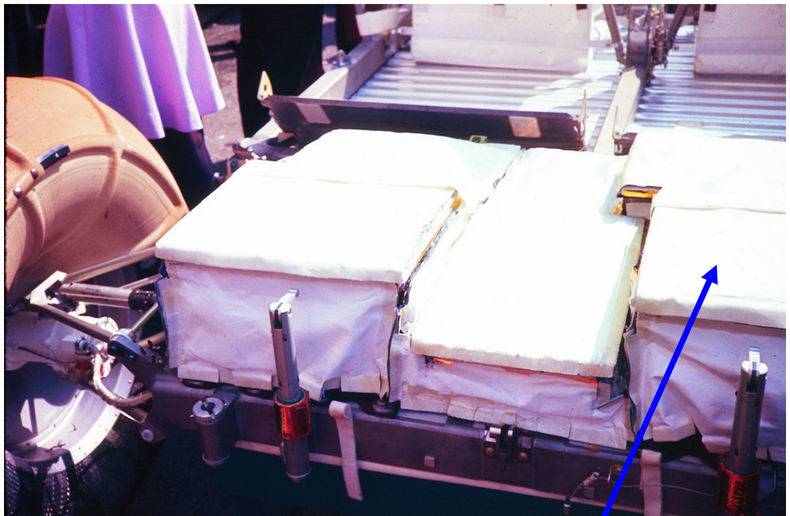


Mobility Subsystem



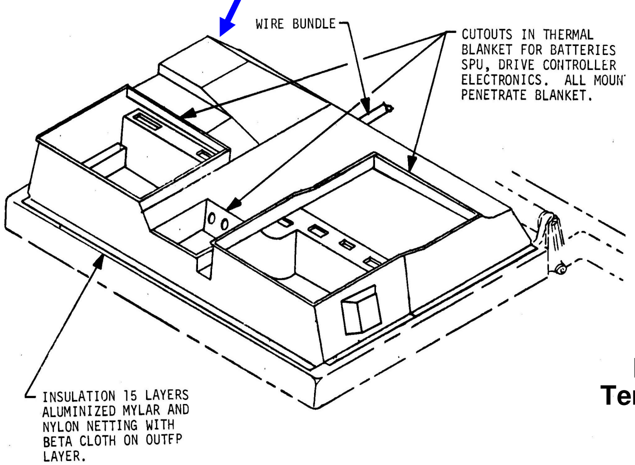
Harmonic Drive Unit Used for Traction Power on the LRV

LRV Batteries Were Heart of Forward Chassis Electronics Thermal Control



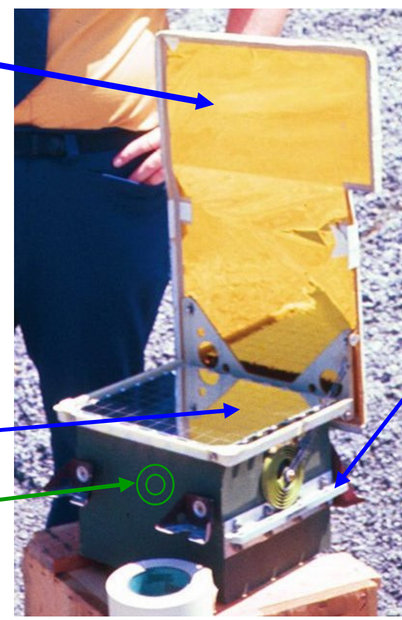
- Multi-Layer Blanket For Insulation, Dust Covers
- Thermal Straps Conduct Heat Into Batteries
- Electronics Heat Also Stored In Wax Boxes (Fusible Mass Tanks) During EVA's
- Low Solar Absorptance (a = 7%) Space Radiators To Reject Heat When Dust Covers Opened Between EVA's

Insulation Blanket And Dust Covers

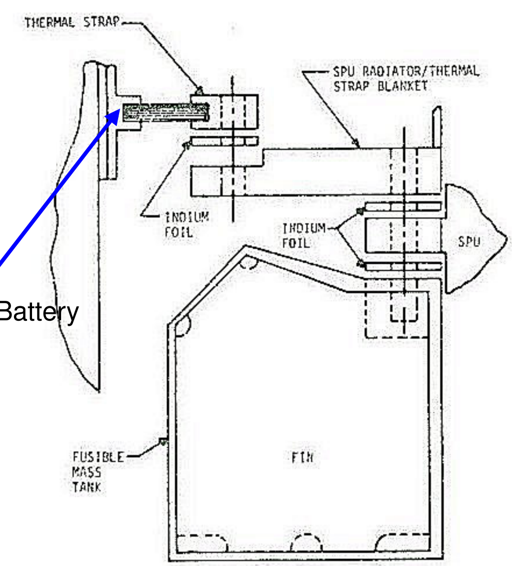


Radiator

Internal Temperature Sensor



Battery



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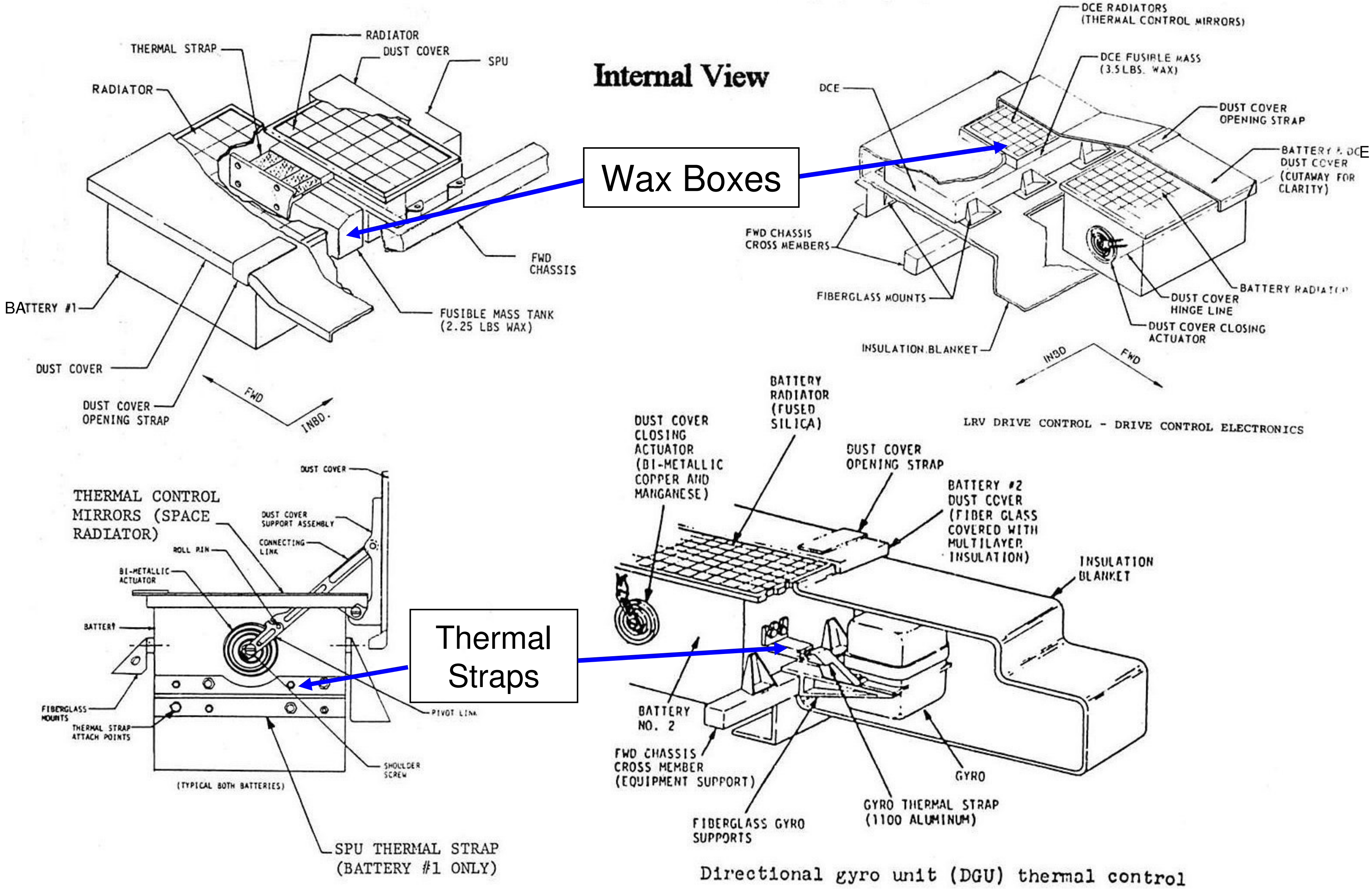
LRV Forward Chassis Electronics Thermal Control



Signal Processing Unit And Directional Gyro Unit Strapped To 60 Lb. Batteries

Extensive LRV Thermal Testing Was Conducted

- Early Dust Effects And Removal Techniques Simulation (1967)

Oct. 1969
to
Mar. 1971

(17 Months)

- LM Thruster/Engine Environment And Heating Deflectors Verification
- Surface Optical Properties (Absorptance And Emittance) Measurement
- Mobility Power Characterized At Waterways Experiment Station, C 135
- Development Thermal/Vacuum (TVAC) Tests For Subsystems
  - Mobility – Brakes, Steering, Dampers, ¼ Mobility, Fenders
  - Forward Chassis In Lunar "Tub" Environment Simulator
- System Level TVAC Tests With Dynamometers And Solar Simulator
  - Thermal Design Stressed Using "Flight-Like" Qualification Unit
  - Acceptance Level Checkout On Flight Units

Delivery and First Launch in July 1971

- Post Flight Special Adjustments
  - Apollo 15 – Cleaning Agent For Floor Panel Thermal Control Tape
  - Apollo 16 – Battery Radiator Proximity To Lunar Module Effects

    -- Cold Exposure For Stuck Switches In Army Chamber

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Lunar Dust Effects And Removal Techniques Were Studied In 1967

- Dust Significantly Increases Amount Of Solar Heat Absorbed By Space Radiators

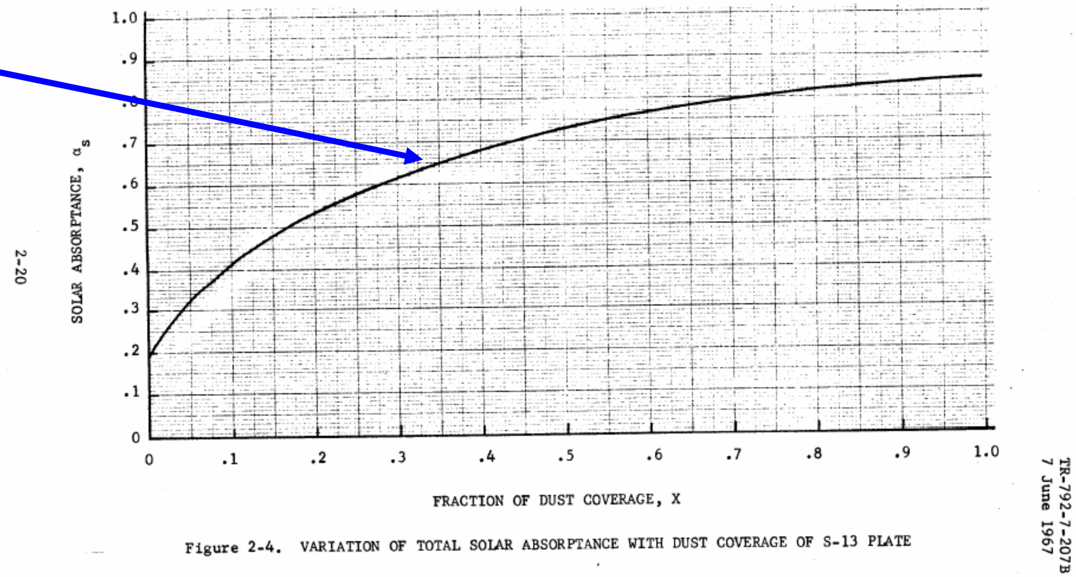


Figure 2-4. VARIATION OF TOTAL SOLAR ABSORPTANCE WITH DUST COVERAGE OF S-13 PLATE

Misleading Earth-Based Test Results

- Brushing Restored Near-Original Solar Absorptance
- Fluid Jet Was Superior, But Had Weight And Safety issues

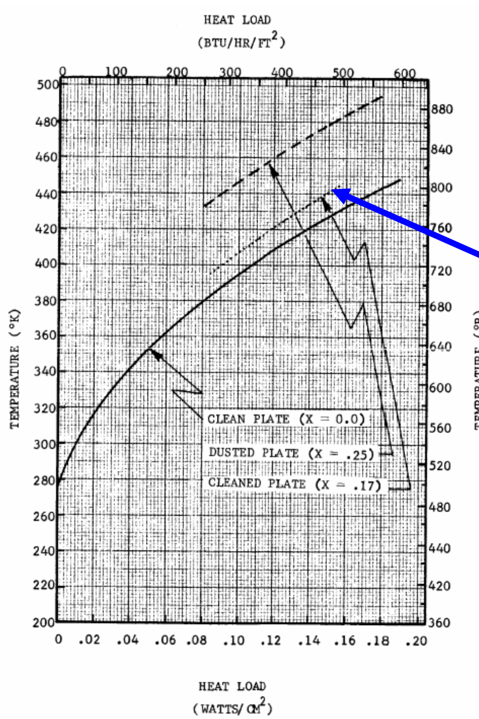
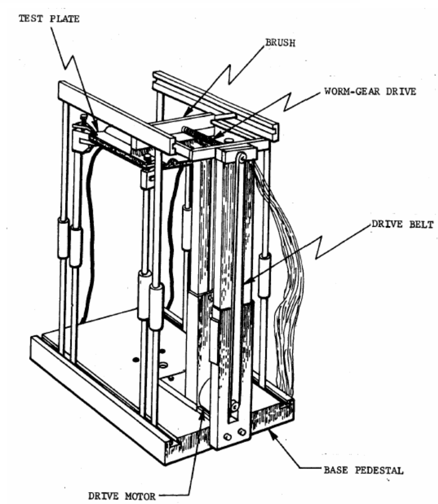
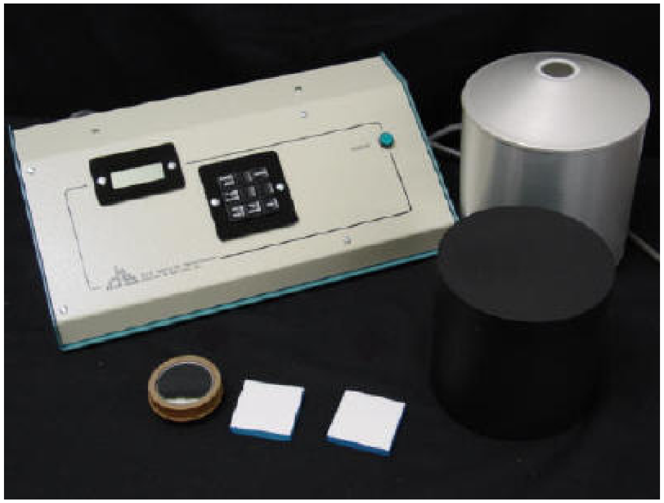


Figure 3-30b. TEMPERATURE VARIATION WITH HEAT LOAD (SOLAR SIMULATOR ON) FOR MECHANICAL BRUSH TEST RUN



Brush Test Apparatus

LRV Surface Optical Properties Were Measured For Use In Computer Thermal Models



Solar Absorptance - a

GEORGE C. MARSHALL SPACE FLIGHT CENTER
HUNTSVILLE, ALABAMA

Memorandum

TO Mr. Creel, S&E-ASTN-PFA

DATE JUN 1 1970

FROM Chief, Materials Division, S&E-ASTN-M

In reply refer to: S&E-ASTN-MCS-70-57

SUBJECT Optical properties of Lunar Roving Vehicle thermal control samples

In accordance with your request (Work Order S&E-ASTN-MCS No. 5136-70), the optical properties of the samples have been determined. Results are shown below.

Sample No.	Material Description	α	ϵ	%T
1	Seat Material/Beta Cloth/Al Mylar	0.28	0.90	
1	Seat Material Only			21
2	PLSS Support Straps, Type 15 Green	0.55	0.92	
3	PLSS Support Straps/Beta/Al Mylar, Type 4 white	0.32	0.91	
3	PLSS Support Straps Type 4 Only			29.5
4	Dry Film Lube MIL-L-81329	0.83	0.76	
5	Dry Film Lube MIL-L-23398 Polished	0.79	0.70	

Reflectometer Measured Properties

Infrared Emittance - e

Absorbed Solar
(Direct/Reflected)

Absorbed Infrared

Internal Generated

Heat Sources

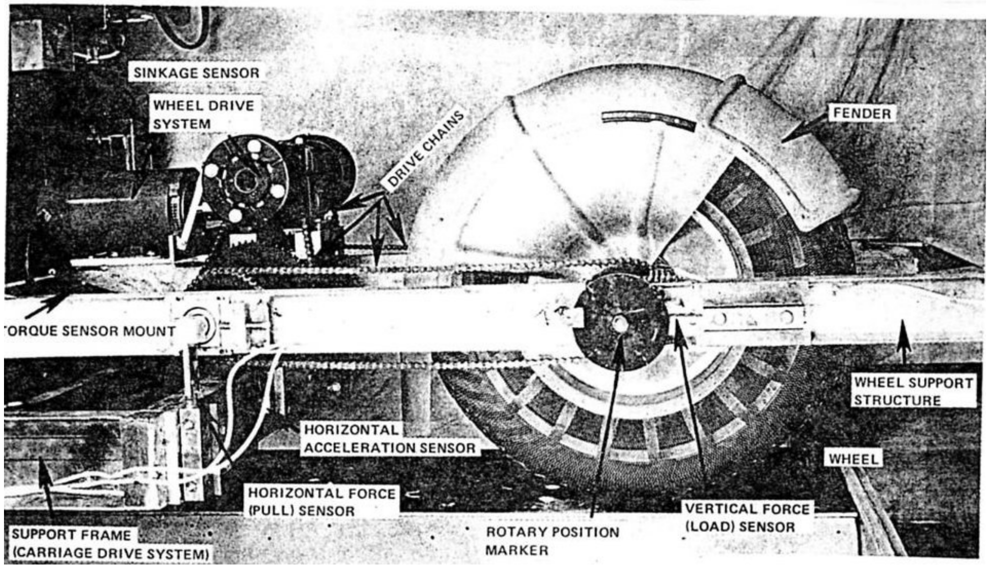
Heat Rejection

Temperature

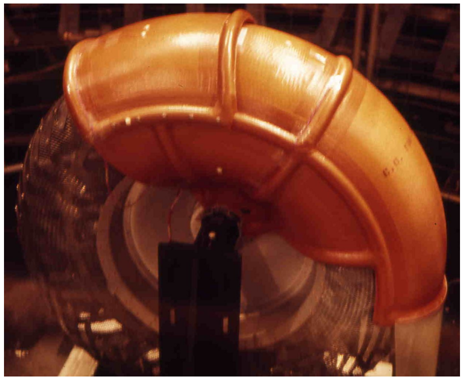
Radiated Infrared

Computer Model Thermal Balance

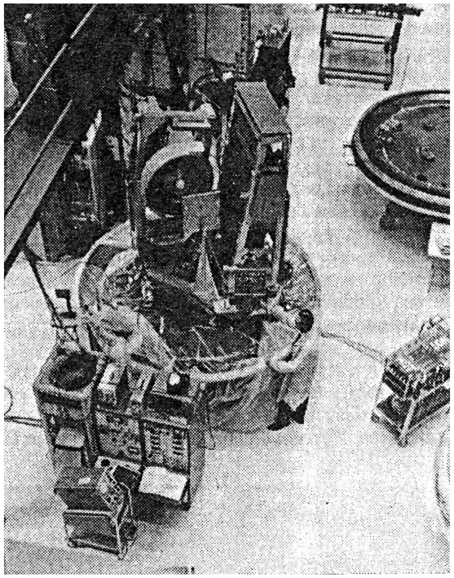
Extensive LRV Thermal Vacuum (TVAC) Testing



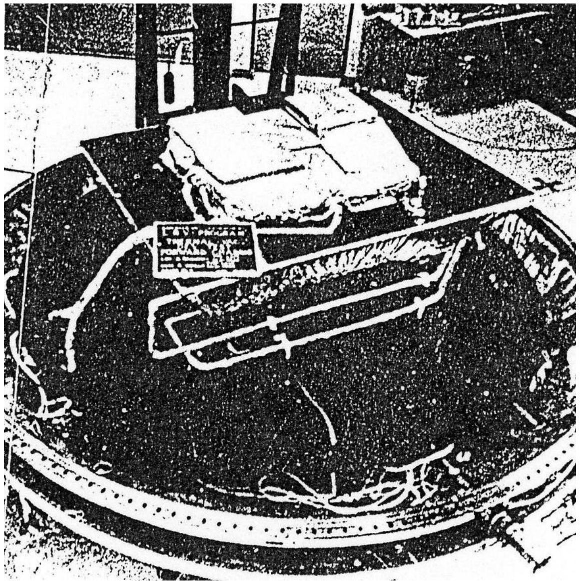
Wheel to Soil Interaction At Waterways Experiment Station, C 135



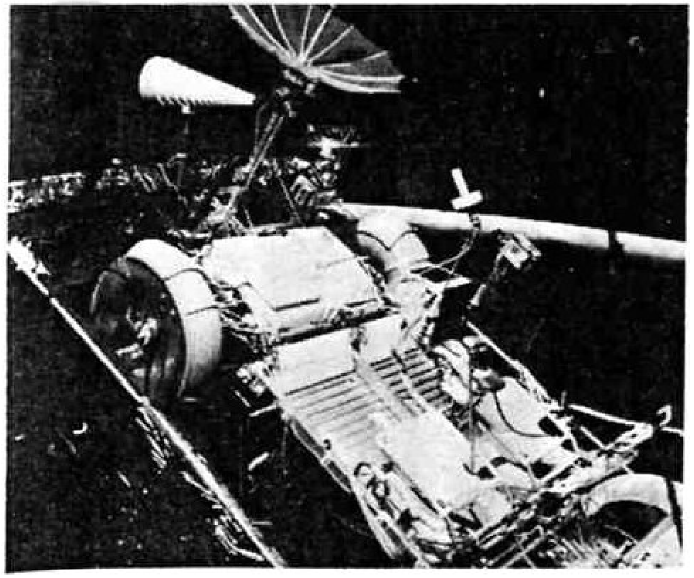
Fender Extension Deployment TVAC



Mobility Subsystem TVAC



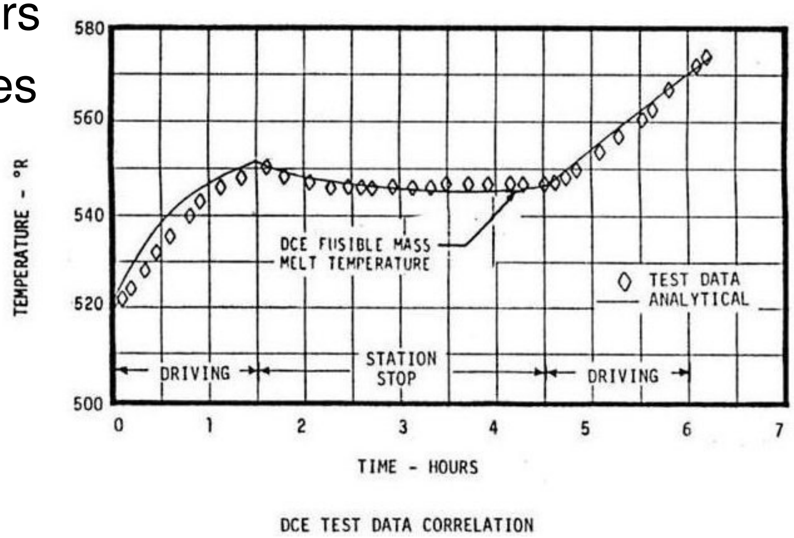
Forward Chassis Development “Tub” TVAC



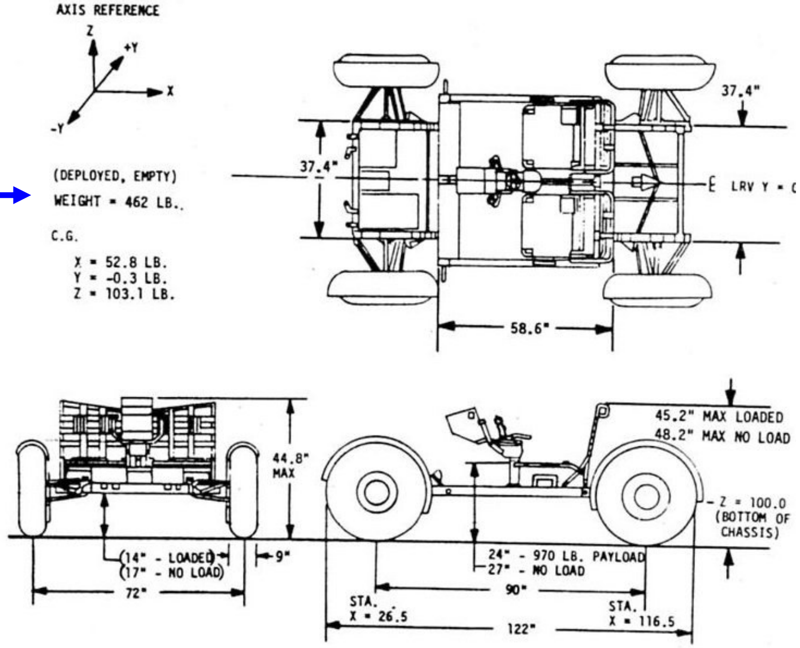
Qualification And Flight Units TVAC

"LUROVA" Operational Thermal Computer Model

- Electrical Analogy - Capacitors And Conductors
- Verified By Correlating With Test Temperatures



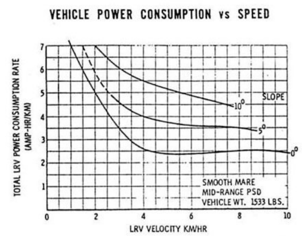
- Test Correlated Crew Station, Mobility, And Forward Chassis Models Combined Into "LUROVA" Operational Model
- Allowed Analysis For Clean Transit, Lunar Surface Dust Degradation, And Sortie Traverse Variations
- Detailed Model -177 Nodes (Capacitors) And Thousands Of Conductors
- Cumbersome And Limited To Pre-EVA Use For Predictions

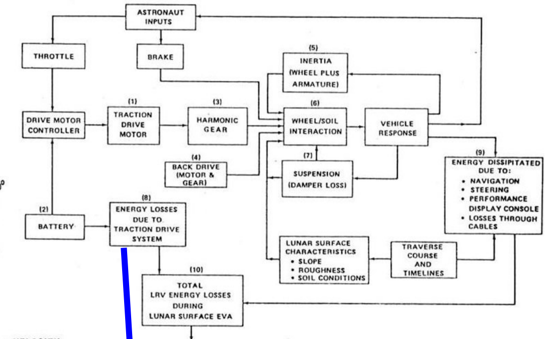


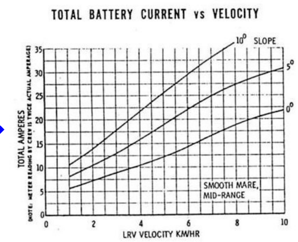
LUROVA Thermal Computer Model Operational Flow

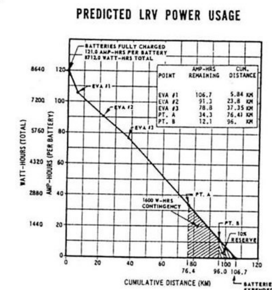
Traverse Team Provided Driving Parameters

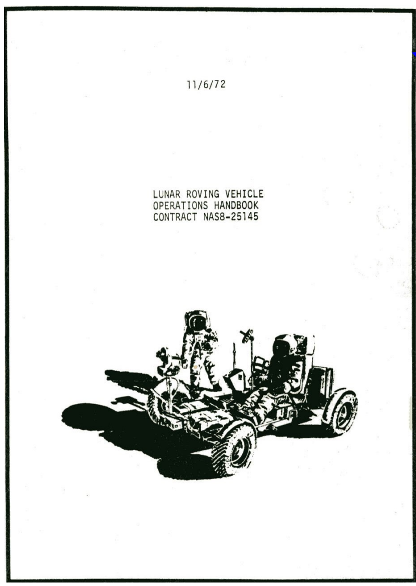
Power Profile Provided Internal Heat



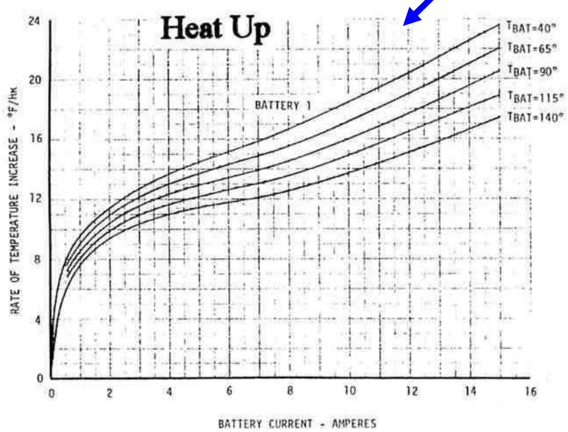


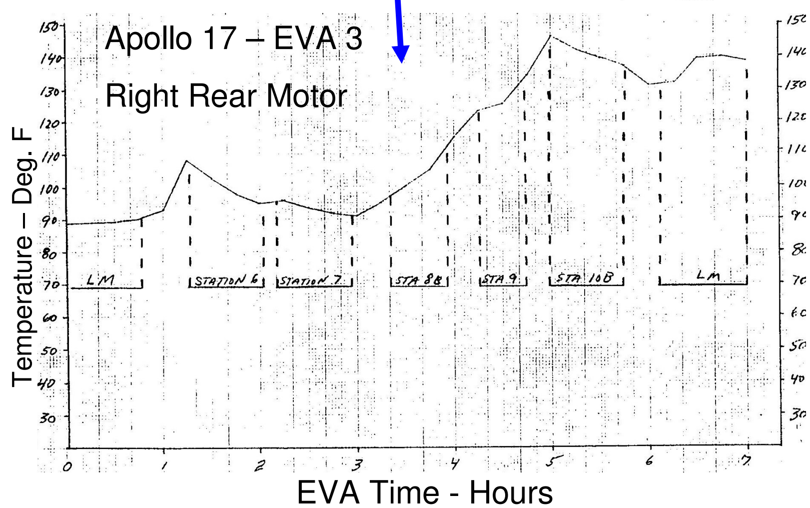






Predictions For Mission Operations Handbook

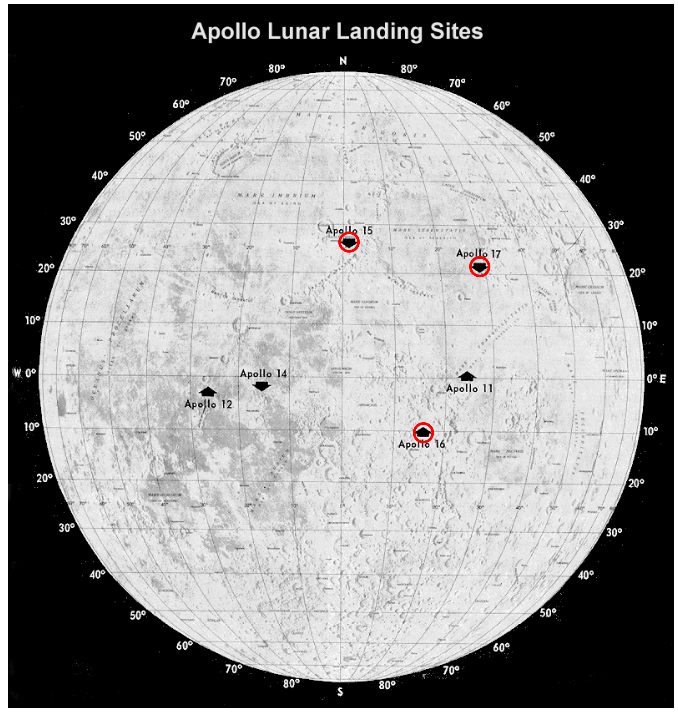


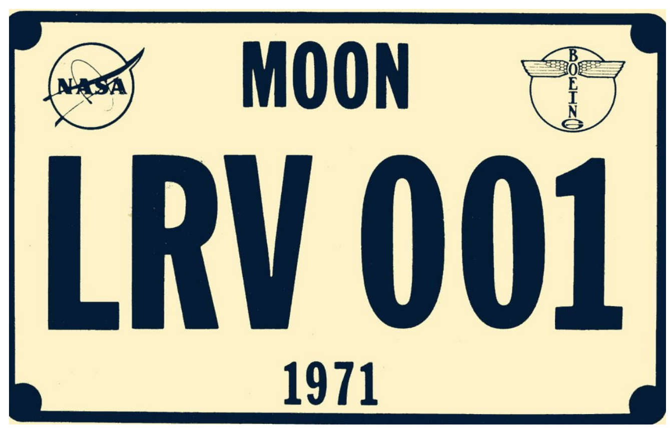


- LUROVA Used To Predict Crew Station, Forward Chassis, Mobility Temperatures

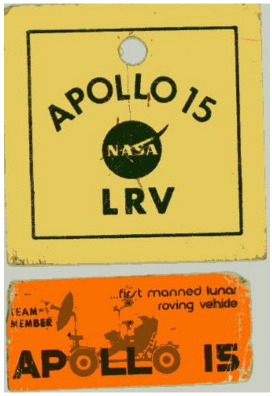
LRV's On The Moon

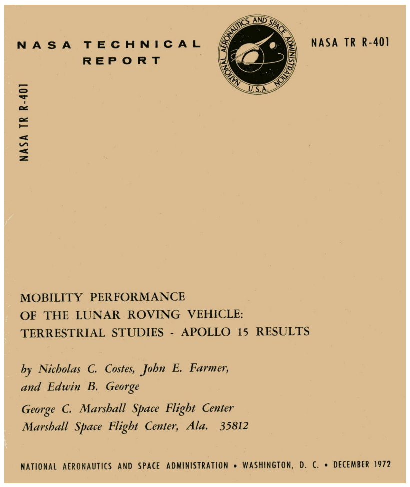
PRIME CREW OF NINTH MANNED APOLLO MISSION
DAVID R. SCOTT ALFRED M. WORDEN, JR. JAMES B. IRWIN





Apollo 15 – LRV Thermal Control Performance





NASA TECHNICAL REPORT

NASA TR R-401

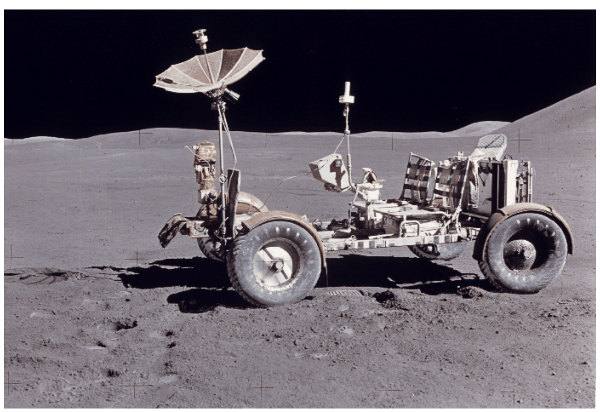
MOBILITY PERFORMANCE OF THE LUNAR ROVING VEHICLE: TERRESTRIAL STUDIES - APOLLO 15 RESULTS

by Nicholas C. Costes, John E. Farmer, and Edwin B. George

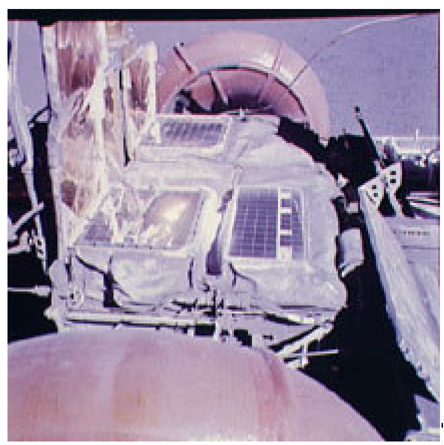
George C. Marshall Space Flight Center
Marshall Space Flight Center, Ala. 35812

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION • WASHINGTON, D. C. • DECEMBER 1972

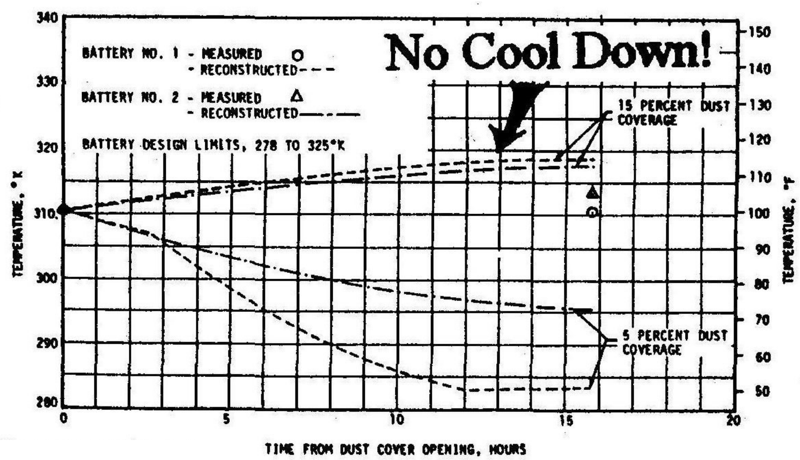
- LUROVA Thermal Model Used Before EVA’s (Limited Utility)
- Motors Were Off Scale Low (<200 Deg. F) Throughout EVA’s
- **Initial Battery Temperatures Higher Than Expected (80 F)**
- Left Front Fender Extension Lost During EVA 1
- Good Cooldown Between EVA 1 And EVA 2, Cover 1 Closed
- **No Forward Chassis Cooldown Between EVA 2 And EVA 3**
  - Astronauts Indicated There Was Dust On Radiators
- Maximum Battery Temperature Of 112 Deg. F During EVA 3



Missing Front Fender Extension



Dust On Radiators



LRV Battery Temperatures During Cooldown 2

Post Apollo 15 – Astronauts Visited Huntsville, AL

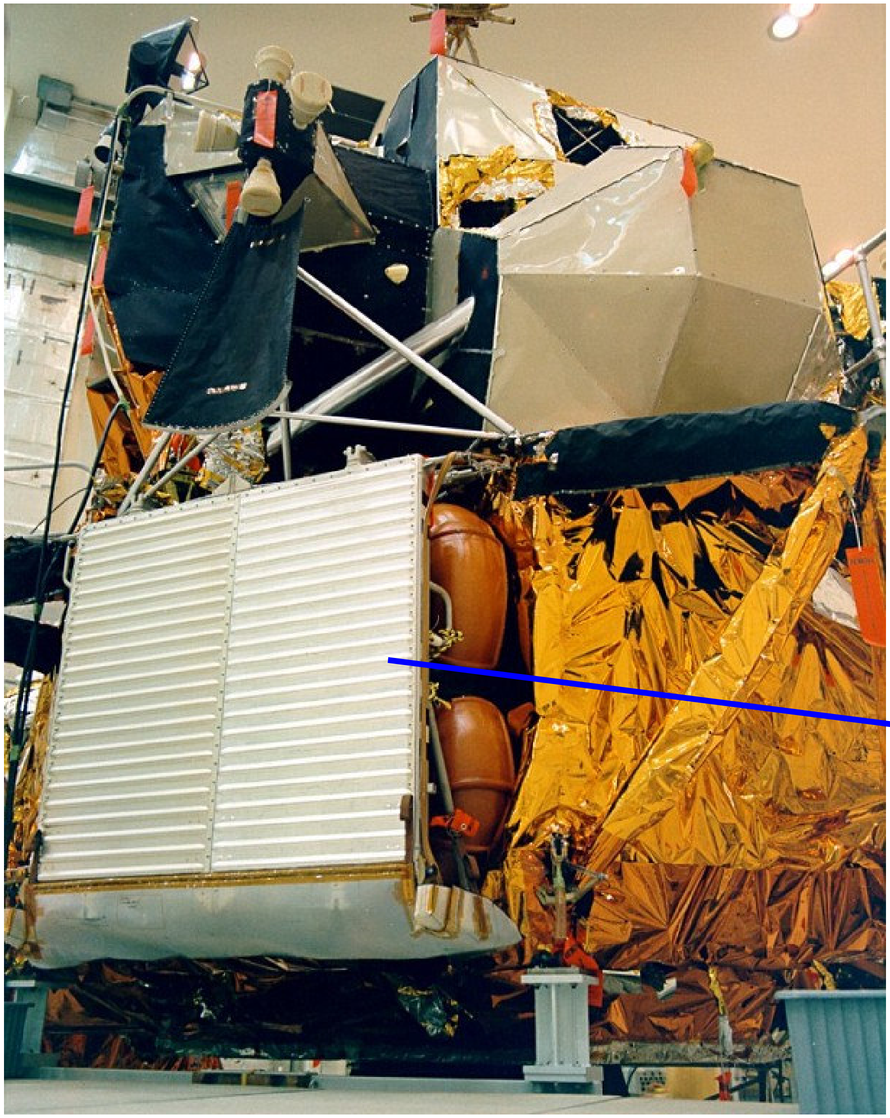
Sonny Morea, LRV Program Manager,
Presents LRV Memento To Apollo 15 Crew

- Crew Thanked NASA And Contractor Workers For Saturn V And LRV Efforts As Part Of Manned Flight Awareness Program

Many Autographs Were Graciously Signed And
Cherished Souvenir Photographs Were Taken

ronald.a.creel@saic.com

Post Apollo 15 – Floor Panel Tape Cleaning Agent



Thermal Control Tape On Center Chassis Panels

- Adhesive Residue On Panel Thermal Tape Contributed To Elevated Battery Temperatures At Deployment

- Toluene Shown As Best Cleaning Agent To Restore Thermal Properties

Pre-Launch Tape Cleaning Procedure Adjusted

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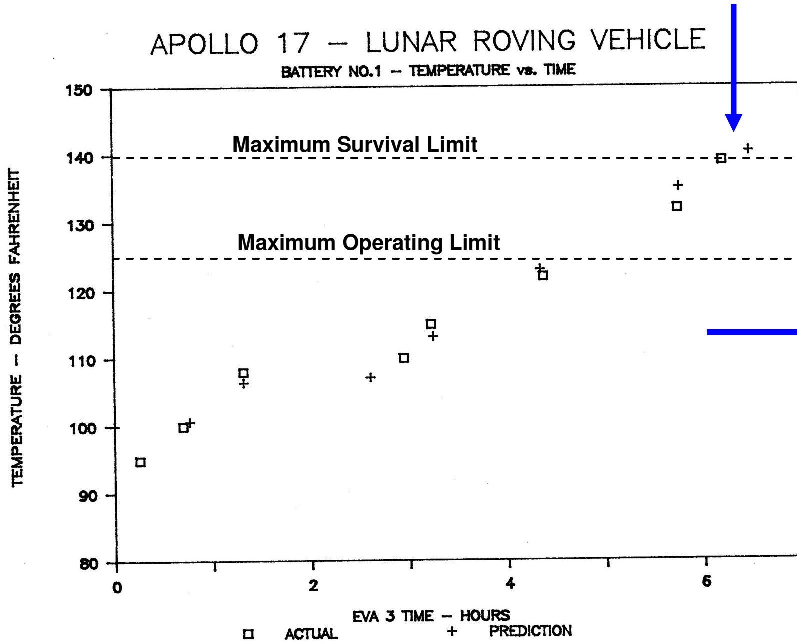
Forward Chassis Thermal Analyzer Model - FWDCHA

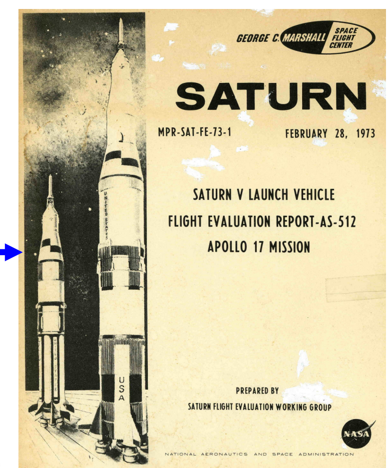
LRV-3 REAL-TIME THERMAL ANALYZER
INPUT MODE

ACTUAL DATA ******************************			
BEG DRIVE	______	EVA TIME	______
SEG DIST	______	OUT TIME	______
NAV ON	______	LCRU ON	______
BAT1 AMPHR	______	BAT2 AMPHR	______
BAT1 TEMP	______	BAT2 TEMP	______
STATUS	______	COOLDOWN	______
SUN ANGLE	______	HEADING	______
ALP B1+SPU	______	ALP B2+DCE	______
LM DIST	______	LM TEMP	______
LTX	______	UTX	______
LTY	______	UTY	______
COMPUTED DATA ****************************			
BAT1 TEMP	______	BAT2 TEMP	______
SPU TEMP	______	DGU TEMP	______
DCE TEMP	______	SPU WX MLT	______
DCE WX MLT	______	RAIL TEMP	______

- Flexible, Responsive Mission Support Analysis Needed
- Forward Chassis And Viewed Components Modeled
  - 19 Node Model Derived From LUROVA And Used For Apollo 16 And Apollo 17 Mission Support
- Included Full Battery Power Switching, Variable Radiator Dust Coverage, And LM Proximity Effects (17)
- Used For Real-Time And Pre-EVA Sortie Predictions

LRV Forward Chassis Components Modeled





Mission Reports

Excellent, Responsive Predictions Provided

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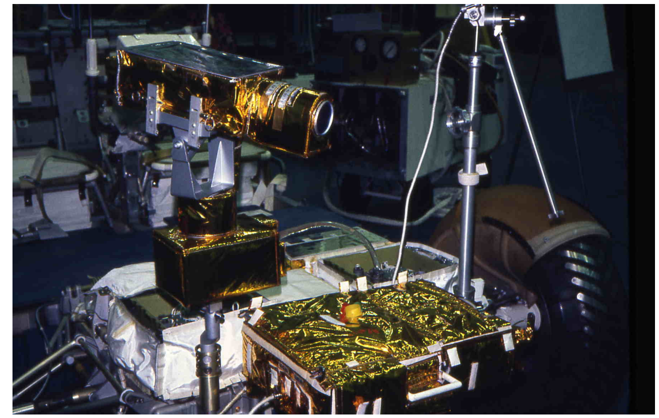
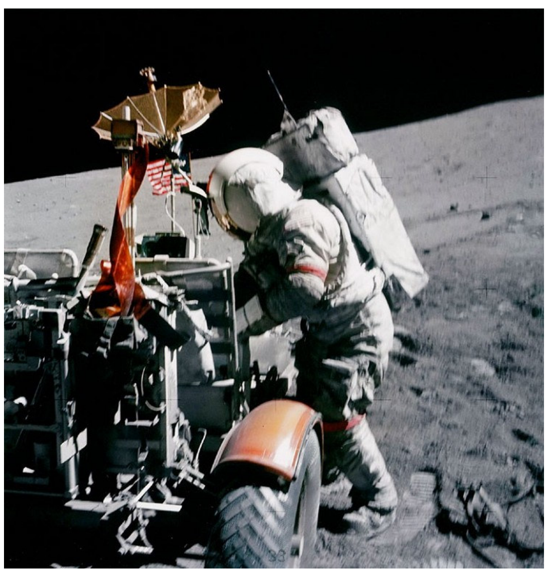
Apollo 16 – LRV Thermal Control Performance

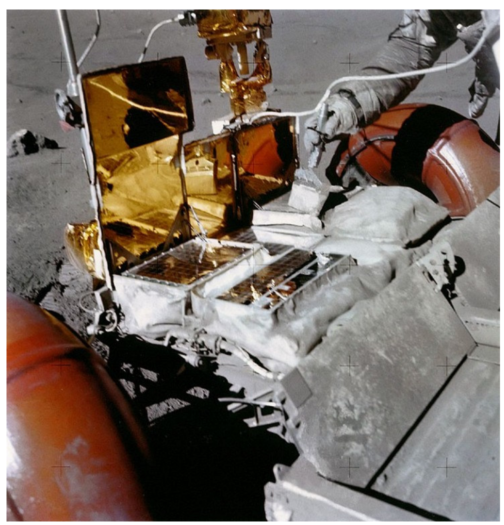
- FWDCHA Thermal Model Used For Pre-Sortie And EVA Analysis
- **Switches Stuck At Initial Power-up**, Max. Motor Temp. = 225 Deg. F
- LRV Supplied Power For LCRU And TV
- **LRV Parked Too Close To Lunar Module**
- Right Rear Fender Extension Knocked Off
- **Insufficient Cooldowns Between EVA's**
- Battery Power Switching Required
- **Max. Battery Temp. = 143 Deg. F On EVA 3**



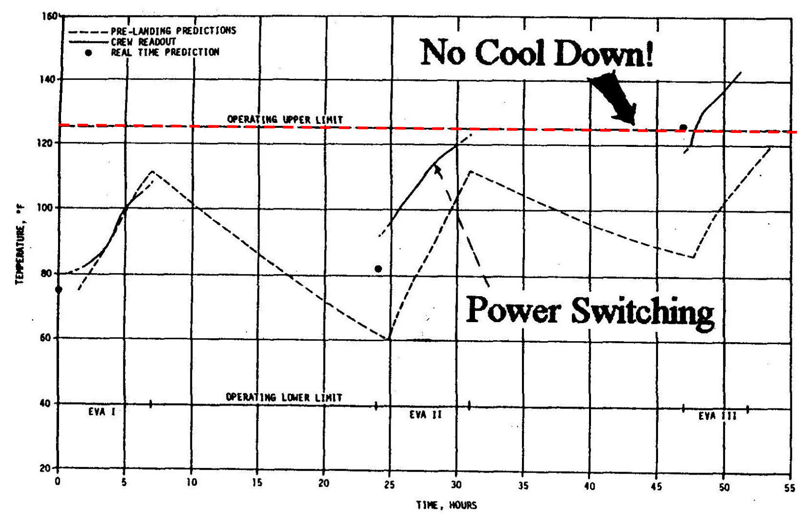
LRV Supplied LCRU, TV Power



Missing Fender Extension



Astronaut Brushing Dust From Radiators



Battery No. 2 Temperature

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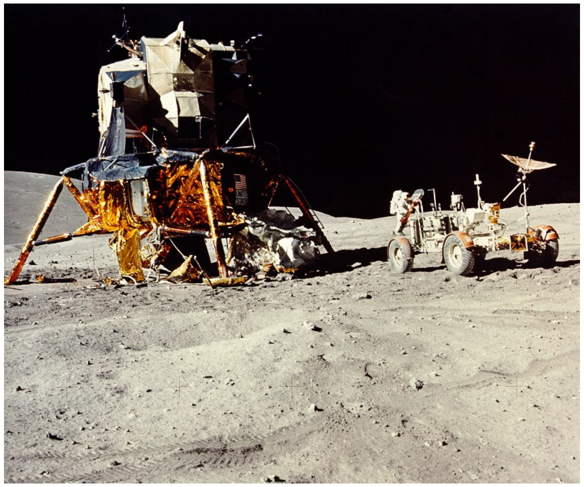
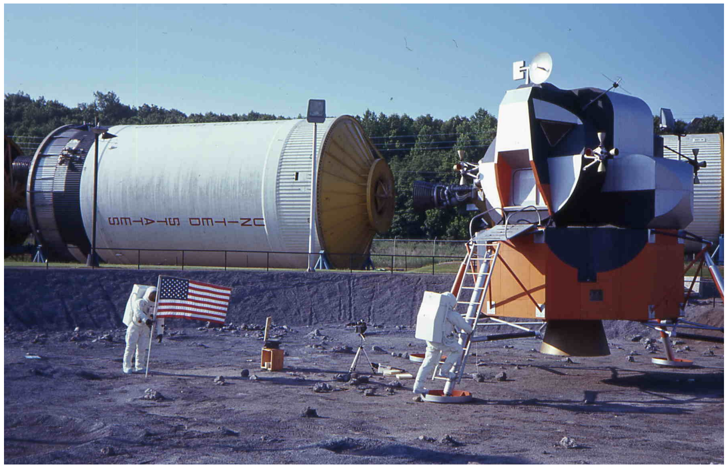
Post Apollo 16 – LM Parking Proximity Test



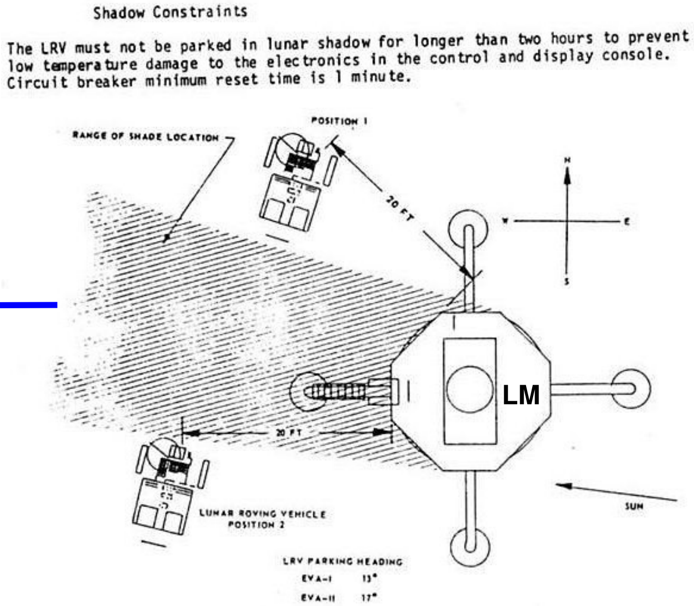
LRV Parked Too Close To LM



Battery Proximity Test At Space And Rocket Center

Form Factometer Photographed To Validate Model Radiator "View Factors" To LM

FWDCHA Computer Model



Parking Constraint Changed For Apollo 17

Astronauts Appreciated LRV Thermal Model Work

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
MANNED SPACECRAFT CENTER
HOUSTON, TEXAS 77058

REPLY TO
ATTN OF:

JUL 19 1972

Mr. Ronald A. Creel
1000 Airport Road, SW
Huntsville, AL 35802

Dear Mr. Creel:

This is just a short note to express my appreciation, on behalf of all the astronauts, for the outstanding support you have given to the Apollo Program, and especially your efforts in developing the forward chasis thermal analyzer computer model for the LRV. The use of this model permitted rapid and flexible pre-mission and real-time thermal predictions for the LRV batteries and other critical components. Your work in this field greatly enhanced the probability of success that we realized on the Apollo 15 and 16 missions.

My fellow astronauts and I develop our confidence in the space program through training, experience, and a knowledge that there are men of your ability and dedication supporting this nation's manned lunar landing program. Through your efforts you have demonstrated that you are a vital link in the success of our program, and I wish to express my thanks for your contributions.

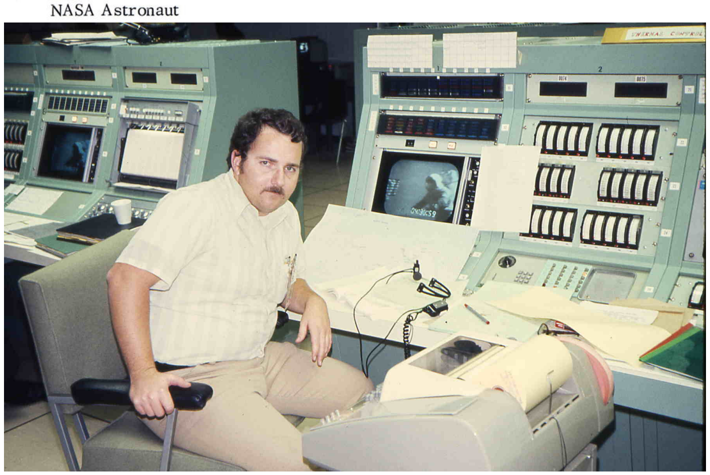
In appreciation, please accept our personal flight crew emblem denoting professional achievement, the "Silver Snoopy." When you wear this pin, you may do so knowing that it is given only to those individuals whom we regard as among the best in their respective professions.

Best wishes for continued success.

Sincerely,

Charlie Duke
NASA Astronaut

Astronaut Rusty Schweickart Presents "Silver Snoopy"



Busy At LRV Thermal Model Control Console

APOLLO LAUNCH NO.: 17

LRV REAL TIME THERMAL PREDICTION/CORRELATION

PAGE: 217

RUN NUMBER: 109

EVA: III ☒ EVA ☐ C/D

RUN DATA

DATE: 12-13-72

SOL. EL. ANG.: 34.5

START TIME: 11:10 ☐ A.M. ☒ P.M.

RAIL TEMP.: 130 °F

COMPLETION TIME: 11:11 ☐ A.M. ☒ P.M.

☐ CORRELATION ☐ PREDICTION ☒ REAL TIME

L. AMP HR/KM: 0.64

R. AMP HR/KM: 0.64

NANDER FACTOR: 0.10

☐ SEE ASSUMPTIONS FOR AMP HRS. OR AMP HRS/KM

ALPHA: L 0.35 R 0.35

LCRU POWER: ☒ LCRU ☐ LRV ☐ SEE ASSUM.

NAV POWER: ☒ NOM ☐ SEE ASSUM.

BATT POWER: ☒ NOM ☐ SEE ASSUM.

BATT COV.: ☐ NOM ☒ SEE ASSUM.

NAV. INIT.: 0 + 46

ASSUMPTIONS: SEE PAGE COV OPENED @ 6, ~~7 & 8B~~

Many thanks for watching over us! Harrison H. Schmitt

STATION NUMBER	STATION TIMES Arrival	STATION TIMES Departure	SEGMENT DISTANCE (km)	TEMPERATURES (°F) L. Batt	R. Batt	SPU	DGU	DCE	WAX BOXES (% Melted) SPU	DCE	AMP. HR L/R
1. LM	0 + 00	0 + 44	0.00	100.0	120.0	100.0	120.0	60.0	1.00	0.00	
2. SEP	0 + 46	0 + 54	0.11	100.6	123.3	100.8	123.4	62.9	1.00	0.00	
3. 6	1 + 19	2 + 32	3.8	106.4	127.2	115.4	145.5	78.7	1.00	0.00	106/126
4. 7	2 + 365	2 + 58	0.88	107.1	126.4	113.7	155.1	75.6	1.00	0.00	
5. 8A	3 + 15	4 + 03	1.92	113.1	130.7	122.8	157.4	84.1	1.00	0.00	
6. 9	4 + 205	5 + 305	2.75	123.0	137.1	132.6	163.0	96.0	1.00	0.00	
7. LM	5 + 455	6 + 25	2.95	135.0	144.5	144.5	170.1	106.2	1.00	0.00	
8. RIP	6 + 285	N/A	0.11	140.3	147.6	150.4	173.9	109.2	1.00	0.00	
9.	+	+									
10.	+	+									
11.	+	+									
12.	+	+									
13.	+	+									

PAGE: 217

MSFC - Form 299 (May 1972)

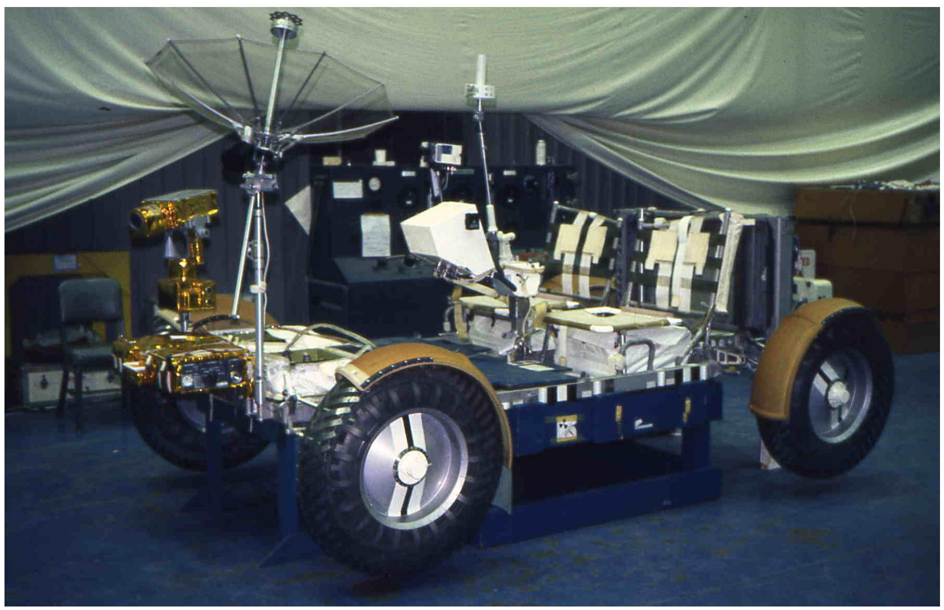
Apollo 17 Astronauts Signed Final Thermal Log Sheet

Pre Apollo 17 – Astronauts Briefed About LRV Temperature Concerns From Apollo 16

- Briefed Apollo 17 And Apollo 16 (Backup) Astronauts In Crew Quarters At KSC
- TV Power Provided, New LM Parking Constraint, Better Dust Prevention Needed
- Delayed Start Of EVA 1 May Have Caused Stuck Switches At First Power-up
  - LRV Qualification Unit Was Exposed To Cold Soak (-30 Deg. F)

    In Army Redstone Missile Labs Environmental Chamber,

    But Switch Malfunction Was Not Duplicated



LRV Qualification Unit Used In Cold Exposure Test

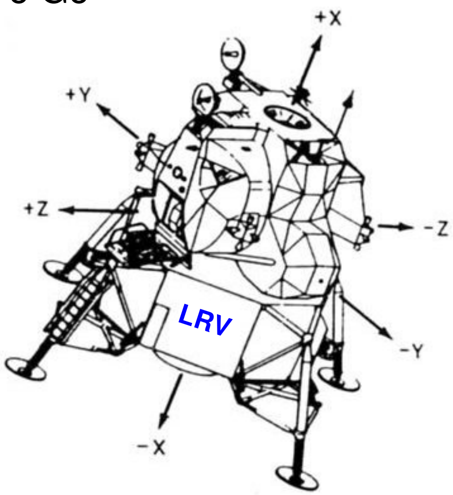
Apollo 17 – Transportation Thermal Control


A Stormy Night

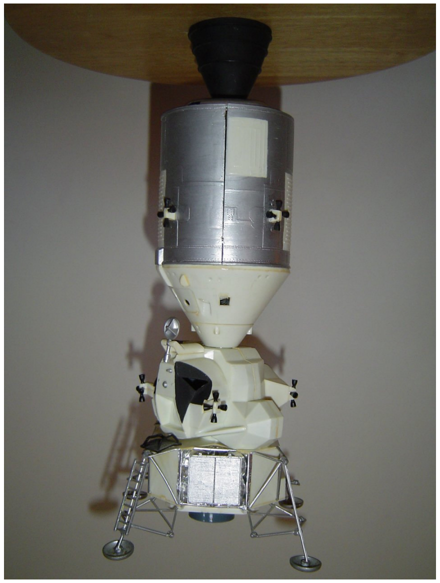

Ready To Go


Spectacular Nighttime Launch

- Hot Batteries At Launch (Waiver)
- Attitude Data Provided From Houston
- Stowed LRV Model Used To Verify That LRV Had Experienced Hot Flight Attitude Profile
- **Mission Control Alerted To Expect Hot Batteries And Melted Wax**



Flight Attitude Profile Received Daily From Houston


Stowed LRV Model

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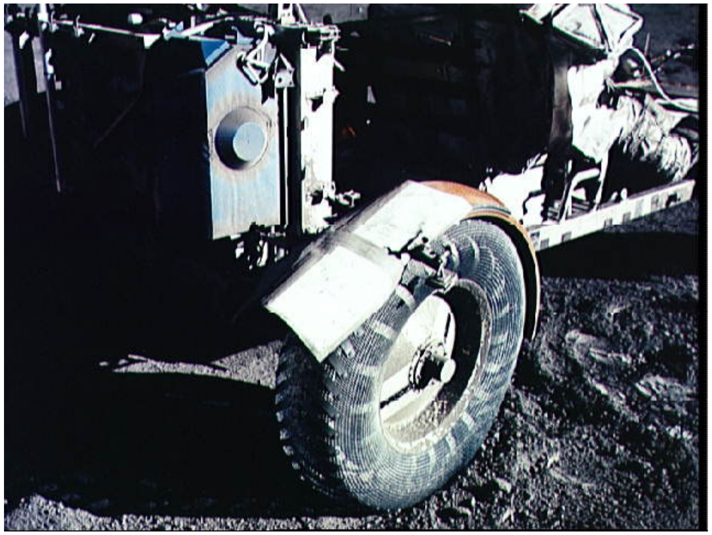
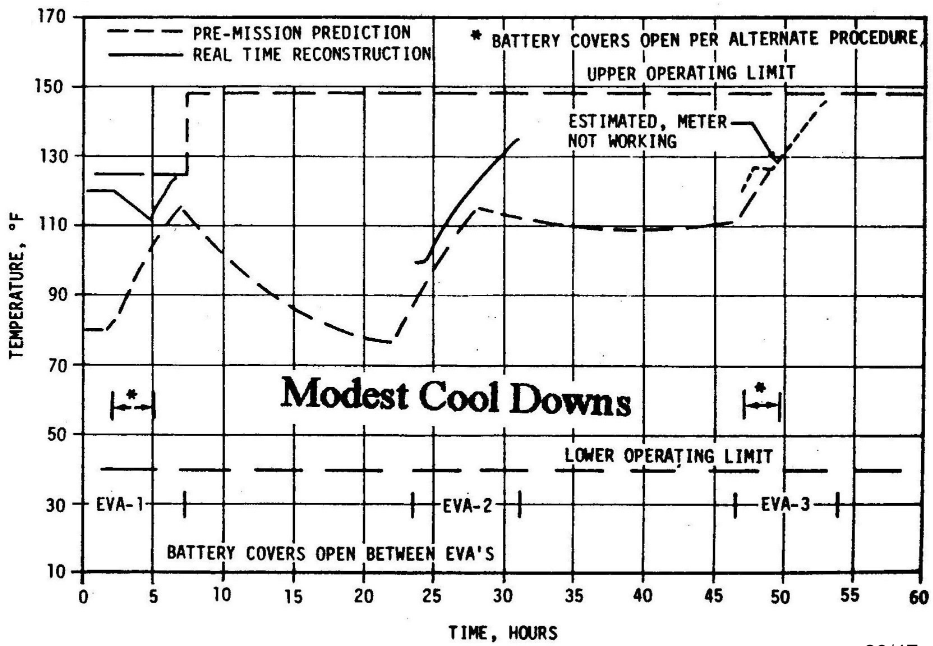
Apollo 17 – LRV Thermal Control Performance

- Improved FWDCHA For Mission
- Max. Motor Temp = 270 Deg. F
- **Hot Batteries At Power-up (95, 110 F)**
- Covers Opened On EVA's 1, 3
- Fender Fixed Before EVA 2
- Modest Battery Cooldowns
- Max. Battery Temp. = 148 Deg. F



Astronauts Provided Fender Extension Fix

Covers Opened During EVA 1 (Also EVA 3)



LRV Battery No. 2 (Right) Temperature

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Post Apollo 17 – Astronauts Met With LRV Team

Astronauts Were Presented With Fender Extension From LRV Qualification Unit

Autographed By MSFC Support Team

Summary of LRV Thermal Control Experiences

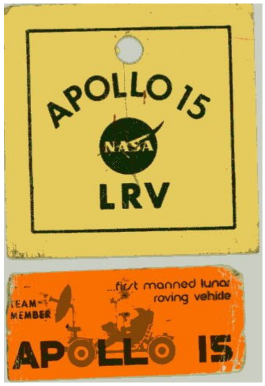
- Adequate Thermal Control Of LRV's Was Accomplished On Apollo 15, 16, And 17
- We Provided Accurate, Responsive Temperature Predictions To Mission Control
  - Test Correlated Thermal Models Were Vital For Mission Support
- We Had Very Limited Success Coping With Adverse Lunar Dust Effects
  - Losing Fender Extensions Increased Dust Exposure For Forward Chassis
  - Earth Testing Results For Dust Removal By Brushing Were Misleading
  - Regret Spending Valuable Astronaut Time Trying To Clean Radiators

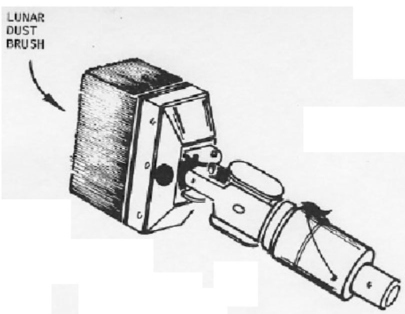
LRV Mission Control At Huntsville Operations Support Center

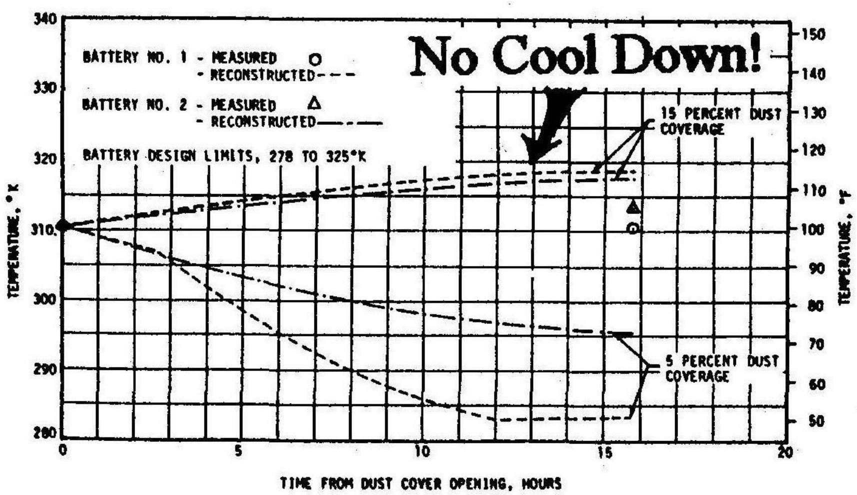
ronald.a.creel@saic.com

Future Moon Rover Challenge 1 – Mitigate Bad Effects Of Dust

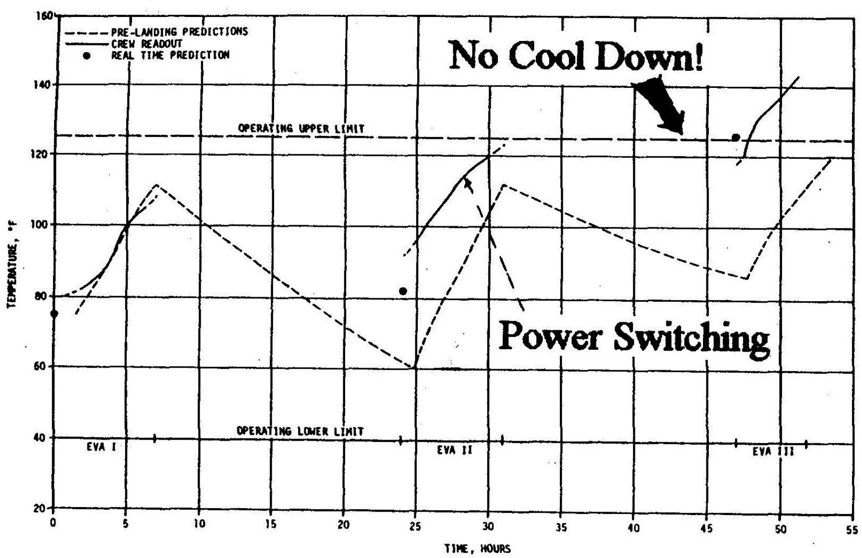
- Dust On Apollo LRV's Severely Reduced Battery Cooldowns – Brushing Radiators Was Ineffective
- Based On Cumulative Dust Effects, Astronauts Stated That They Doubted Longer Missions Were Possible



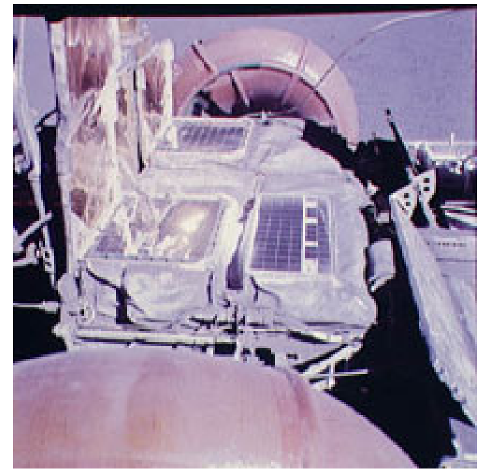




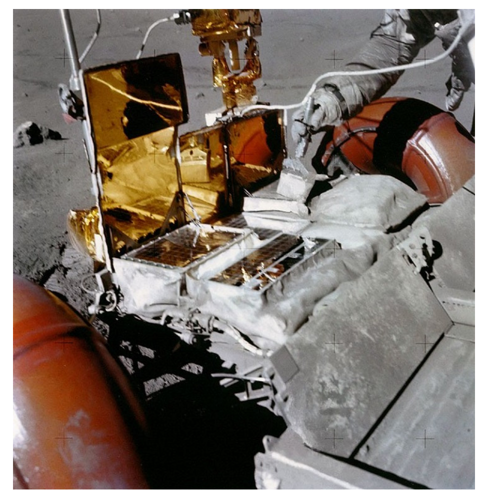
LRV Battery Temperatures During Cooldown 2



Battery No. 2 Temperature



Dust On Radiators



Astronaut Brushing Dust From Radiators

Future Moon Rover Challenge 2 – Design For Extended Cold/Hot Missions

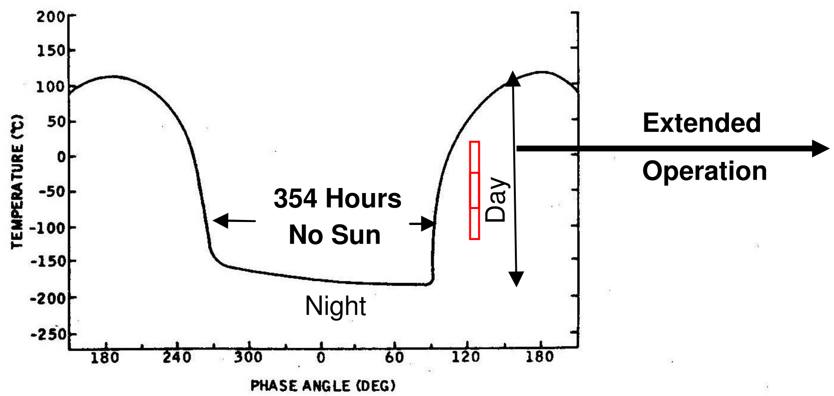
- Extended Operation In Much Colder And Warmer Environments Than Apollo LRV's Or Mars Rovers

Lunar Night

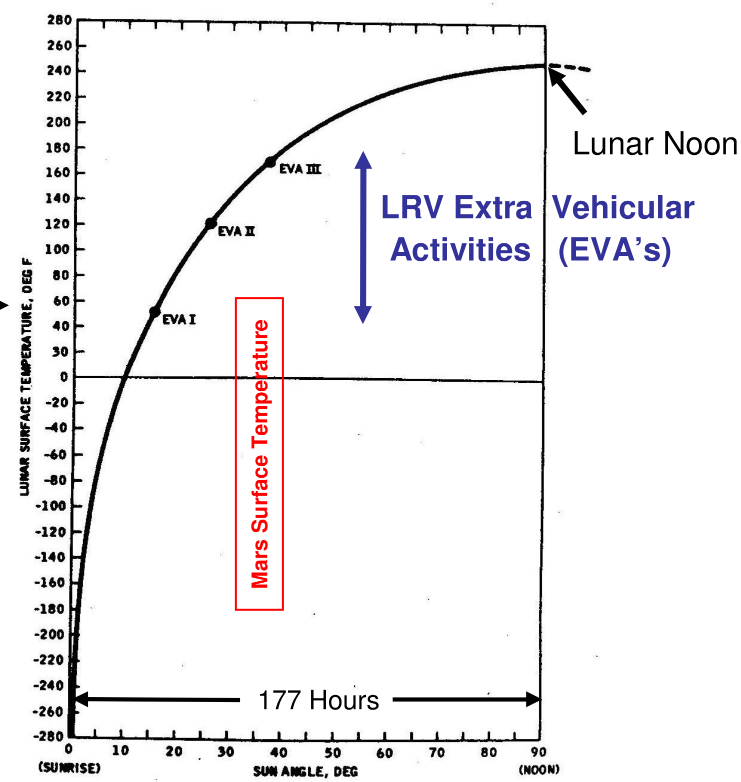
- 354 Hours Without Solar, Cold Moon
- Surface Temperature = -280 Deg. F

Lunar Day

- 354 Hours With Solar, Moon Heating
- Max. Surface Temp. = +250 Deg. F



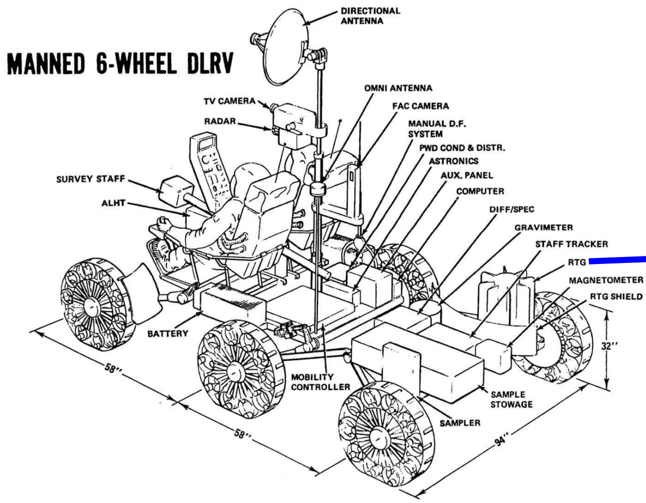
Temperature of the Moon. The average temperature of the Moon as a function of phase, or time, is shown here. The exact shape of the curve varies somewhat with geographical position on the Moon and is determined by the thermal properties at each position.

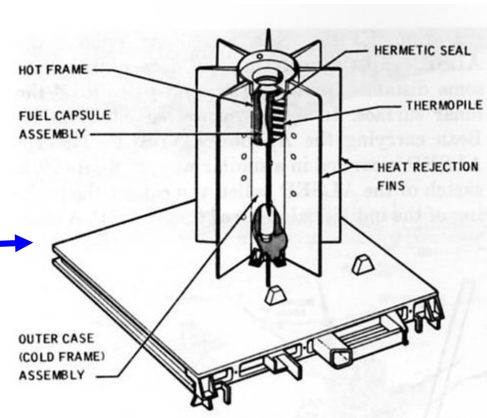


The temperature of the Taurus-Littrow site shown as a function of the Sun angle. Note that EVA 1 at +17° Sun angle should have +50° F, EVA 2 at +27° Sun angle should have +110° F, and EVA 3 at +37° Sun angle should have a temperature of +160° F.

Nuclear Energy Needed To Meet Moon Thermal Challenges

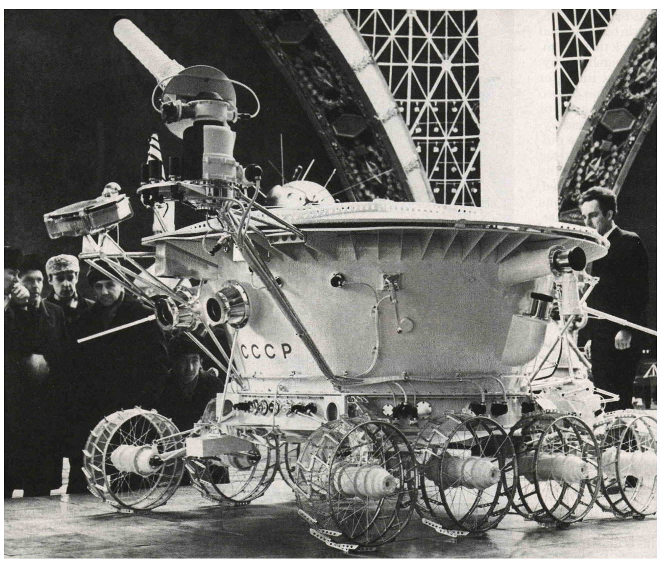
- Nuclear Power Sources Were Used On Apollo, Studied For Dual Mode Rovers



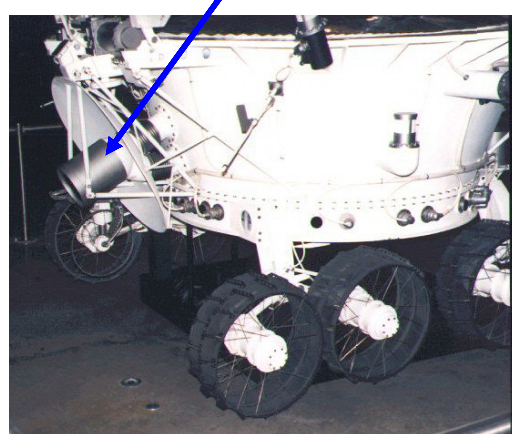


Radioisotope Thermal Generator. This equipment provides all of the power used by the ALSEP. It furnishes continuously about 70 watts.

- Russians Successfully Used Nuclear Isotope Heat Sources For Several Lunar Cycles On Their Lunokhod (Moonwalker) Robotic Rovers



Isotope Heater



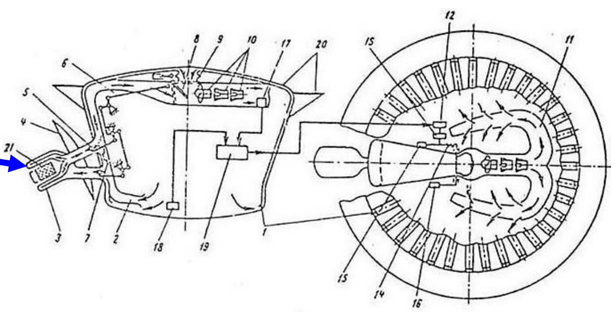


Diagram of lunokhod heat regulating system. 1) air passages of cold channel; 2) air passage of hot channel; 3) heating unit (HU); 4) HU shield; 5) HU "blinds"; 6) control of HU blinds; 7) baffle plate; 8) baffle; 9) connecting sheath; 10) three-step fan; 11) collector; 12) baffle drive; 13) step mechanism; 14) spring traction; 15) cam mechanism; 16) angular movements sensor; 17) SE1 sensing element; 18) SE2 sensing element; 19) radiator-cooler; 20) collector of HU blow-off system; 21) fuel cell.

For monitoring the thermal regime aboard the lunokhod there are telemetric temperature sensors which make it possible to obtain routine information on the temperatures of all lunokhod systems during any communication session.

Presentation and Interface with Lunokhod Engineers at Oct. 2004 Russian “International Planetary Rovers & Robotics Workshop”

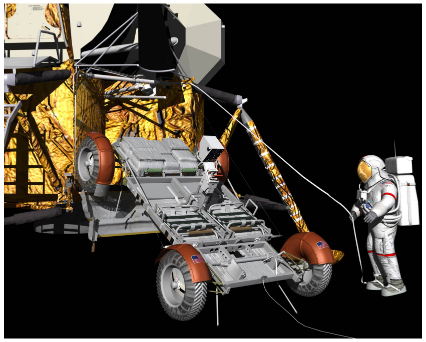
Presentation Was Well Received At Lunokhod Design And Test Facility In St. Petersburg, Russia

Included Good Discussions About Lunokhod Experience With Dust And Temperature Extremes

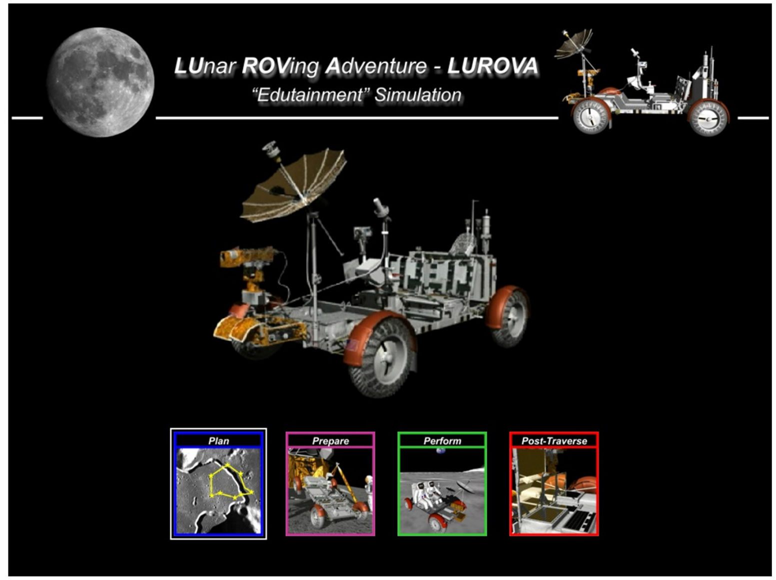
“Sputnik” Medal Was Accepted From Lunokhod Driver Gen. Dovgan On Behalf Of Apollo LRV Workers

Russian Hero and Cosmonaut Georgi Grechko Presented Commemorative Vostok Pin To International Attendees

LUnar ROVing Adventure "LUROVA" Simulation Being Developed For Student Use



Student Deploys LRV From LM Click To Activate

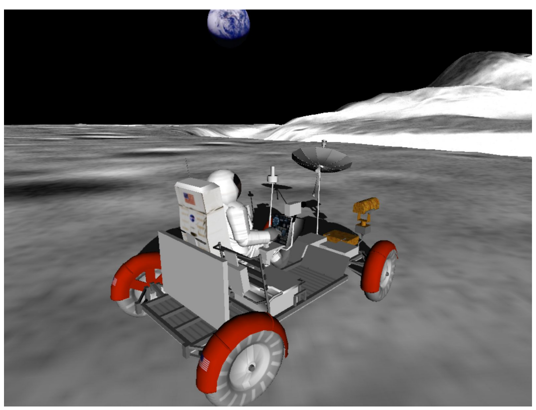


Click To Rotate LUROVA 3D Model

LRV Forward Chassis Components Thermal Model – Click To Open Dust Covers

Student Activates Switches and Hand Controller For Driving

- Interactive 3D "Edutainment" Simulation Responds Well To Space Policy Commission Recommendation (page 46)
- Student Plans Exploration Traverses And Views Computed Position, Speed, Power And Temperature Results
- Based On Actual Thermal Model From Apollo LRV Missions
- Displays To Mimic Operation Of LRV Hand Controller, Navigation And Power Systems On Control And Display Console, And Moon Terrain While Driving And Parked



LUROVA Driving – Click For Movie

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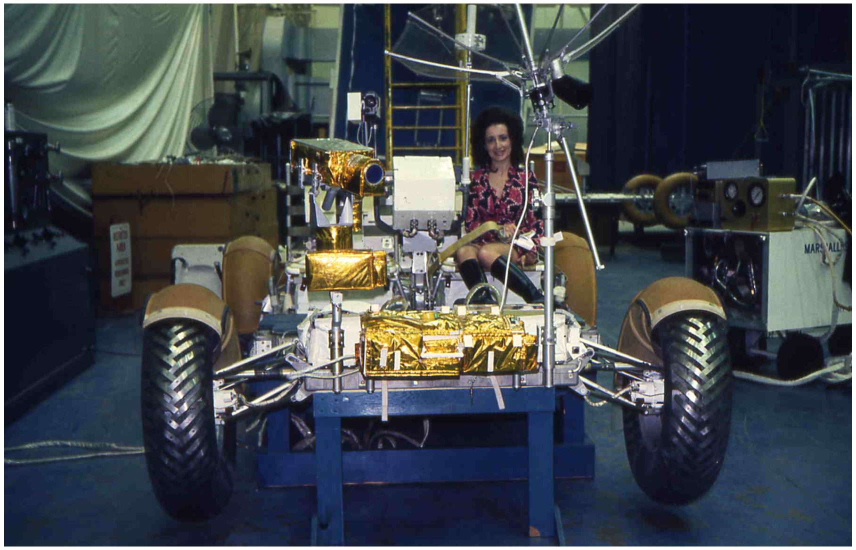
Dedications

"If I Have Seen Further, It Is By Standing On The Shoulders Of Giants"

Sir Isaac Newton - 1675

Hugh Campbell, My Thermal Mentor, At Work



My Wife And Surrogate Astronaut, Dottie